

# Navy News

MAY 1985 10p

## Big demand for retirement slots

THERE have been ample volunteers for early release from the Service in the recently-announced scheme requiring nearly 400 people, mostly chiefs and POs, from a dozen branches. Boards have been held, and the names of those selected for release listed.

In all, some 730 applications were received for the 395 total and there were sufficient volunteers in each branch.

## RN would keep control of strategic assets

# 'YARDS PLEDGE

ROYAL NAVY sailors, returning from sea to the dockyards at Devonport and Rosyth for refit work on their ships and submarines, may at some time in the next few years find the work about to be carried out under commercial management.

An announcement in the Commons in April of the Government's views following the latest in a succession of studies into the 'yards, shows "going commercial" to be the favoured option for a new structure at Devonport and Rosyth. No final decision has been taken.

The Royal Navy would keep control of strategically important national assets, Defence Secretary Mr. Michael Heseltine has said.

After what is hoped will be a wide consultation process, an announcement on "a clear way" forward is planned before the Parliamentary summer recess.

However, trade union opposition has already been expressed, and some industrial action taken.

### Document

Explaining the scheme, an open Government document says, "Commercial companies with the appropriate management expertise and standing would be invited to tender for a contract, for a fixed period of years, to undertake at negotiated prices a substantial proportion of the Navy's refit and repair requirements. Separate contracts would in such a case be let for each dockyard.

"The contractors would use the dockyard assets (land, buildings and facilities, including plant and machinery) on terms to be agreed, but ownership would remain with the Government. Major new developments and modernisation would also remain a Government responsibility."

Companies would be set up to employ the workforce required by contractors, with ownership of the companies passing to the first contractors and to any subsequent contractors.

Mr. Heseltine told the Commons that the Government believed it was essential to get full value for money from the Defence budget. If this was to be achieved in the dockyards, three main conditions needed to be met.

- First, local managers must have freedom and authority to manage in a more competitive environment.

- Second, the dockyards, as suppliers of services to the Fleet, must be separated clearly from their customer.

- Third, their financial and accounting arrangements must reflect normal commercial practice so that the true price of the

work could be properly judged.

Main options for change ranged from creation of a trading fund to full-scale privatisation.

Whatever the new framework for the longer-term there was an inescapable need for adjustments to the workforce in the short term. Management would be discussing the way forward with the unions involved.

The package of efficiency measures they would be looking for might involve job reductions at Devonport of about 15 per cent and at Rosyth of about five per cent.

● Turn to back page.



### Chilly escort

DWARFED by towering, snowy mountains, HMS Newcastle operates in the chilly northern waters of a Norwegian fjord during NATO's Exercise Cold Winter '85. The Task Group included the carrier HMS Invincible, with the Type 42 Newcastle among the escort.

For other exercise pictures, see centre-page feature.

Picture: LA(Phot) Stuart Antrobus

## Sailors line up for VE Day duty

AN OFFICER and 20 ratings will represent the Royal Navy in a tri-Service guard at the VE-Day service in Westminster Abbey on May 8 to mark the end of the Second World War and celebrate 40 years of peace in Europe.

Naval personnel for the guard will be drawn from establishments in Portsmouth, Plymouth and Scotland and from the Fleet Air Arm.

Several RN officers will be

among the ushers and a selection of ranks and rates will be included in the 2,000 people chosen to represent the nation in the Abbey.

Representatives of many nations and organisations whose members were involved in the European campaign will attend the service in the presence of the Queen.

Among them will be a contingent from the Royal Naval Association, led by its president, Vice-Admiral Sir Ernie Pope.



## POLLY-GONE!

WEARING her paying-off pennant, HMS Pollington of the Fishery Protection Squadron passes under the Forth bridges as she returns to Rosyth for the last time after more than a quarter of a century of service.

After decommissioning the ship, which is going for disposal, her ship's company will be taking over HMS Alfriston to continue duties with the "Fish Squadron."

When the Pollington, commanded by Lieut.-Cdr. Neil Pattenden, came alongside for the last time, she was greeted by Vice-Admiral Sir Nicholas Hunt, Flag Officer Scotland and Northern Ireland.



# FAMILY FORTUNES!

THREE sailors serving in HMS Diomedé were able to reunite with members of their families during the frigate's Southlant deployment.

It was a memorable day for the Griffin brothers when Adrian was loan-drafted to the ship from HMS Ariadne and discovered he would be sharing the stokers' mess with elder brother Ian.

## FATHER

There were further celebrations when Ian was given the news that he was the proud father of daughter Josea Elizabeth. Final chapter of the story was that Uncle Adrian was flying home a month before Ian!

Another family connection took place when LRO Joe Morrin invited his father, Mr David Morrin, on board when the ship paid a visit to Port

Stanley. Dad had managed to get time off and a helicopter ride from his catering job at the new Mount Pleasant Airport complex.

Several days later it was the turn of AB Taff Clifton, who met his Falklands native grandparents, Charles and Emily, and Auntie Doreen, in the capital. They had not met for three years and the reunion lasted a week before Taff flew to rejoin the Diomedé in San Carlos Water.

## The pictures

● Top left, brothers Ian and Adrian Griffin; lower left, LRO Joe Morrin and father David; right, AB Taff Clifton, grandparents and aunt.

Falklands  
Peace  
Patrol

# Globe-trotting Osiris

HMS OSIRIS, now safely back in HMS Dolphin after a 180-day, 25,000-mile deployment to the South Atlantic, sends a special "thank you" to the proprietor of the Globe Hotel, Port Stanley . . .

The heart-felt thanks from the crew are for the hotel's supply of essential sustenance during an extended period away from home base which tested both stamina and resilience of all on board.

## Memorable

Highlights of the submarine's patrol were visits by Sir Rex and Lady Hunt, the celebration of the Osiris's 21st birthday while alongside in Port Stanley, and a memorable return voyage via Bridgetown, Barbados; St John's Antigua; and Fort Lauderdale, Florida.

A 21st birthday cake was baked by LCK Albert Hughes and CK Gary Scoble and de-

voured by various members of the Garrison Command at a party.

Opportunities to raise money for the boat's adopted charities were not neglected.

On the outward passage, PO(TS) Searle and LWEM(R) Tomkinson shaved their heads and made £150 for Cancer and Kidney Research; sonar officer Lieut. David Hartley spent Christmas morning swimming 2½ miles around the submarine to raise £500 for Ilkley children's home; and on the return journey MEM(L)s Andy O'Neill, Andy Johnson and Mark Simmons completed 2,000 sit-ups in 40 minutes to raise £1,000 for the Natalie Woods Appeal. Natalie is MEM(L) O'Neill's niece.



This trio of MEM(L)s raised £1,000 in HM submarine Osiris by completing 2,000 sit-ups in 40 minutes. From left, they are Mark Simmons, Andy O'Neill and Andy Johnson. The money is for the treatment of a sick girl.

## BRUM MEETS MIGHTY QUINN

ON HER return from patrol in the South Atlantic, HMS Birmingham called at San Juan, Puerto Rico, and bumped into professional wrestler The Mighty Quinn. The 6ft. 5in. 21-stone giant visited the destroyer and posed for pictures with members of the ship's company.

## HAPPY LANDINGS FOR THORNBIRDS

FOUR separate milestones coincided for A Flight of 826 Naval Air Squadron embarked on RFA Reliant in the South Atlantic when 1,000 flying hours were logged simultaneously for the crew of Sea King 537, Lieut. John Adams, Lieut. Mark Walker and LACMN John Doyle.

The Reliant's master, Capt. Thorn RFA, was winched on board the aircraft — one of the five known collectively as the Thornbirds — before the landing, which happened to be the ship's 2,000th arrival.

All four joined the ship's aviation officer, Lieut. Bob Duke, the senior pilot, Lieut. John Yearsley, and other members of the Flight in a champagne celebration.

RFA Reliant has now become the permanent base for 820 Squadron in the South Atlantic.

# Activities aid Burnley hospital

## HELPING HANDS

Wrens Judi Flack and Dawn Hannam of HMS Warrior chose a daring way of raising cash by taking part in an aerobatic display. The venturesome pair sat in turn in the open cockpit of a bi-plane as it looped-the-loop, flew upside down, did barrel rolls and stalls over an airfield in Gloucester. Their hair-raising effort

raised £340 for the British Leprosy Relief Association (LEPRA).

Eight members of the ship's company of HMS Naiad went on a sponsored run from Devonport to London to raise funds for the children's ward of

posters of the Directorate of Public Relations (Navy).

Of 130 paintings at an exhibition of Marine Art in HMS President on March 27, a third were sold in two hours. The event raised almost £2,000 for KGFS.

The 24 artists included a serving admiral, captain and commander, and the President of the Royal Society of Marine Artists, John Worsley, designer and builder of the dummy Albert RN used to cover the escape of prisoners interned in the Second World War.

Kingston-upon-Thames Hospital, the ship's adopted charity.

Covering the distance in three-mile relays, the runners completed 240 miles in 28 hours, their efforts raising £400 for the hospital.

In a test of strength in aid of charity, 24 part-time sailors from HMS Wessex, the Royal Naval Reserve Training Centre at Southampton, walked from Hove to Southampton — 69 miles — pulling a field gun with them.

The reservists, led by Lieut.-Cdr. Tony Bryant, pulling the gun in relays, covered the distance in three days. With collections en route, they hope to raise £2,000 in sponsorship for the Children with Cancer charity.

HMS Hecate's welfare committee gave £500 to help handicapped children, presenting a cheque for this amount to the Plymouth Down's Syndrome Association — a local support group for children and parents. The money will be used to provide educational aids for the children.



When Wren Carol O'Connor of CTC Lymington heard that her 19-year old brother was in sudden need of dialysis she decided to raise funds for other kidney sufferers. Sponsored by her family and friends she took part in the Lymington Help Marathon, her solo effort raising £320 for the Renal Unit of Addenbrooke's Hospital, Cambridge. Here she is with the cheque.

AFTER a busy operational period off the coast of Scotland, HMS Active marked her return to Devonport with a busy period of fund-raising, prior to visiting Burnley, the ship's affiliated town.

A sponsored swim, an entry in the Devises to Westminster 125-mile canoe marathon and a 230-mile sponsored run by members of the ship's company from Prestwick to Burnley were among a range of activities aimed at raising cash for Burnley General Hospital.

The canoe marathon, completed in 27 hr. 11 min. by Lieut. Andrew Johnstone-Burt and LPT Terry Dixon raised more than £300 with further cash raised in the sponsored swim in which Lieut.-Cdr. David Widgery was the biggest loser, shedding 14lb.

The final total will help provide a digital syringe pump for Burnley General Hospital and help the children's ward.

If the fund-raisers were busy, so too was the ship's rifle team, who clinched victory in the PASARA small Arms championship at HMS Raleigh, winning the Ships Afloat Trophy.



# SARAH PERKS PENELOPE!

PRETTY Sarah Perks brightened up an overcast day in Devonport when she stepped on board to claim her prize.

When Sarah, who is 21, was voted Miss Guardian Royal Exchange last October, part of her reward was to visit a Royal Navy ship. As the insurance company has strong links with Blackpool, the Penelope's home town, it

was fitting that Sarah was adopted by the Lady P.

After tea and blacuits in 3L messdeck, keep-fit enthusiast Sarah was taken on a tour of the ship, ending with a photographic session on the bridge with a quartet of mess members.

Pat on back for Penny — page 7.

Picture: When (Photo) Jane Savage, 1985 Grade.

## End of trail for pioneer Lowestoft

HMS LOWESTOFT, the ship that pioneered the Royal Navy's revolutionary new towed array anti-submarine system, entered Portsmouth on March 29 for the last time and paid off for disposal, two days ahead of the veteran HMS Torquay.

The Type 12 frigate first commissioned in 1961, saw service in almost every part of the globe during the next 24 years, and since 1977 had been the Navy's test-bed for the towed-array system.

After modifications, the Lowestoft spent several years carrying out extensive trials on the new equipment before being restored to operational status in 1982.

### Effective

As a consequence of the Falklands war she spent some time as Ascension Island guardship before embarking on a full programme of operations and exercises. She was at the time arguably the world's most effective ASW surface unit, consistently out-performing equivalent American systems.

Before paying off she had completed a mini-deployment to Madeira, the Canary Islands, Lisbon and Casablanca.

Flying the traditional paying-off pennant, she berthed next to HMS Torquay, which herself paid off two days later. A large number of families braved wet and windy conditions on South Railway Jetty to welcome her in for the last time.

**HMS Lowestoft approaches South Railway Jetty in Portsmouth Naval Base to pay off.**

After a short de-commissioning ceremony, the ship's bell was presented to the chairman of Waveney District Council, where the town of Lowestoft is located, for safe-keeping until a new HMS Lowestoft is commissioned.

The ship is expected to be completely de-stored and shut

down by May 17, after which she will await disposal. Her most probable destiny is the breaker's yard.

Meanwhile, ever-increasing numbers of Royal Navy ships are following on the towed-array path pioneered by the Lowestoft. Her modern successors are currently Batch IIa Leanders and Type 22 frigates.



## Seven saved by Culdrose helo

A SEARCH and rescue Wessex helicopter from RN air station Culdrose winched up six men from the liferaft of a sinking coaster and one from the ship's stern.

But another, who insisted on staying on board the 400-ton Caroline, then took to a dinghy tied to the coaster — and only let go when the ship was turning over. Finally he was rescued by the Lizard lifeboat.

The rescues came on April 7 when the Caroline, with a cargo of fertiliser, sprang a leak in heavy seas while three miles off the Lizard.

Crew of the rescue helo were Lieut. Andy Marshall (pilot) and POACMN Roy Eggleston and Larry Slater. The seven men they rescued were taken, uninjured, to the Culdrose sick bay for check-up.

### Thrill of the Hunt

A NEW recruiting film produced for the Royal Navy sums up naval life in these words: "Often difficult, sometimes dangerous, always friendly, never boring. The work of the Navy goes on 24 hours a day the year round."

Starring the Hunt class mine counter-measures vessel HMS Cottessmore and the Type 42 destroyer HMS Glasgow, "Task Group Kilo" presents something of the difficulties and dangers as well as of the comradeship and leisure facilities.

It shows the Cottessmore hunting down and destroying a Second World War mine and the Glasgow tracking down a foreign spyship.

## Leeds Castle logs another 14,000

HMS Leeds Castle added yet more miles to her formidable total for the year when she led a five-ship informal visit to Bruges in Belgium, with Captain Fishery Protection and his staff embarked.

As a result of this and other travels, by mid-April she had covered almost 14,000 miles in just 51 days at sea since January.

During the four-day stay in Bruges with HM ships Anglesey, Lindisfarne, Bickington and Crichton, the British Ambassador to Belgium, Sir Edward Jackson, hosted a luncheon in the Leeds Castle for local dignitaries and senior

naval personnel.

Appropriately, Sir Edward had served in the previous Leeds Castle during the Second World War.

A popular visit was made by the Royal Navy to the Stella Artois brewery, sport played against local teams, and a sponsored cycle ride to Ypres completed, despite wintry weather.

From Bruges, the ships proceeded down Channel and carried out valuable training in the Portsmouth exercise areas before dispersing to their individual patrol tasks.

Later, the Leeds Castle paid a short visit to Belfast, followed by a scenic tour

through the Kyle of Lochalsh and the Western Isles and a return to offshore patrol duties to the north of the Shetlands.

In heavy weather and often unseasonal blizzard conditions few fishing vessels were sighted, but liaison with more than 50 oil and gas installations in the area continued.

A Soviet hydrographic survey vessel was investigated as she passed through the patrol area, but despite appropriate messages from the Leeds Castle, its team could muster only a wave in reply.

A Danish fishing vessel, with a wire wrapped around its screw, requested a tow, but its skipper, having consulted

his agent at home, then changed his mind and preferred to enlist the cheaper aid of a fellow fisherman!

After a short break for late Easter leave, the Leeds Castle prepared to spend the summer season in the offshore patrol task, exercises with other units, and in July a visit to Reykjavik in Iceland.

Apart from the British Ambassador to Belgium and the Captain Fishery Protection, Capt. Nicholas Barker, the Leeds Castle has recently played host to the Flag Officer Scotland and Northern Ireland, Vice-Admiral Hunt, and Lady Hunt, and Federal Germany's Assistant Naval Attache in London.



# Stand up and be counted!

BEING at the receiving end of many phone calls from Divisional Officers complaining that "their man" is being sent somewhere he does not wish to go (N Pre) and that the draft should be changed for one reason or another, one gets the impression that our manpower wishes to be anywhere other than where his draft order sends him.

Drafty's raison d'être is to fill billets as required by schemes of complement; however, the billets never seem to be where the man wants to go. Like dripping water boring a hole through stone, it became inevitable that solid facts and figures should be obtained from the fount of all knowledge — THE COMPUTER.

Having asked the question and sorted out the pages of printout, it was established that Fleet Air Arm billets are in the following areas:

1. FAA BILLETS (Location followed by figure for all billets, followed in brackets by figure for shore-only billets) — Sea Service, 26% (Nil); NAS Culdrose, 16% (22%); NAS Lee, 14% (18%); NAS Portland 16% (22%); NAS Yeovilton, 18% (24%); Others (incl. Gannet), 10% (14%).

## Preferences

That is not a bad starting point and we can now move on from there to ask where FAA personnel have stated they wish to serve. The figures in the following list are taken from first shore preferences listed on drafting preference cards for all FAA ratings (1 Pre):

2. FAA SHORE PREFERENCE — Culdrose, 23.4%; Lee, 12.5%; Portland,

## DRAFTY

### focuses on the Fleet Air Arm

24.6%; Yeovilton, 31.6%; No preference stated, 6.6%; No DPC rendered, 1.3%.

From these figures it is easy to see that 12.5 per cent of FAA ratings want to be at Lee, which has 14 per cent of the available billets (or 18 per cent of shore-only billets). Conversely, 31.6 per cent are chasing 18 per cent of the available billets at Yeovilton (or 24 per cent shore-only).

It should therefore be clear that the Lee preferee stands a better chance of success than the Yeovilton man.

So far, so good. Now, how well are we doing in drafting

men to their shore preference?

3. PERCENTAGE OF FAA PERSONNEL IN 1 PRE — Culdrose, 91%; Lee, 88%; Portland, 93%; Yeovilton, 93%; Others, 84%. The overall average achievement of FAA ratings in 1 Pre ashore is 90.5 per cent.



"He's digesting them!"

No study of billets and preferences should ignore the sharp end — after all, that is why we are all in business. Briefly, this is where our front-line manpower is required:

4. FAA FRONT-LINE BILLETS — Ship's flights,

19%; Sea King, 39%; Commando, 16%; Sea Harrier, 9%; Ships (carriers and miscellaneous), 17%.

Since we are talking of preference it might mean more if we now re-write the sea requirement together with the shore bases. After all, in the ideal system a man would wish to remain at the same base for both shore and front-line service.

5. FAA FRONT-LINE AND SHORE BASE BILLETS BY NAS — Culdrose and Squadrons, 25%; Lee, 14%; Portland and Flights, 21%; Yeovilton and Squadrons, 24%; Others

(ships and 819 Squadron), 16%. Comparing the detail in List 5 with the preferences from List 2 we can see that Portland and Yeovilton can meet their front-line commitment with men to spare.

However, once the sea requirement for their squadron has been satisfied, the manpower surplus must be redirected towards the empty billets based on Culdrose plus those listed at "Others."

Traditionally, Lee has provided the manpower for the carriers. Any surplus here (caused by volunteers from other air stations) will require N Pre front-line service.

## Better

It is hoped that the figures above will give the customer food for thought when determining his preference and completing his draft preference card. The odd 1.3 per cent who have not bothered might now realise why they are languishing at Culdrose or Lee.

The drafting requirement indicates that we need more men stating Culdrose and Lee as 1 Pre. Certainly, the chances of a man returning to those two stations and remaining there for all his shore time are much better than he who opts for either Portland or Yeovilton.

At these latter air stations a man is inevitably moved N Pre (to fill gaps elsewhere and to make room for a man returning shore after front-line service) before he has completed his time between shore drafts.

## HERE'S THE TEAM...

FOR those customers who do not see the Centurion Directory, your Fleet Air Arm drafting team consists of: Cdr. M. S. Pringle (drafting commander FAA), Lieut.-Cdr. R. M. Grove (non-technical ratings), Lieut.-Cdr. M. D. Bodsworth (technical ratings), CAEM(M) P. A. Fortune (ship's flight co-ordinator), CPOWTR W. M. J. Goff (office manager), POWTR M. Street and LWren J. Monaghan (airman's drafting), POWTR R. J. Lewis and Wren B. Sykes (WL R drafting), POWTR R. Cornish and LWTR N. W. Bremner (M drafting).

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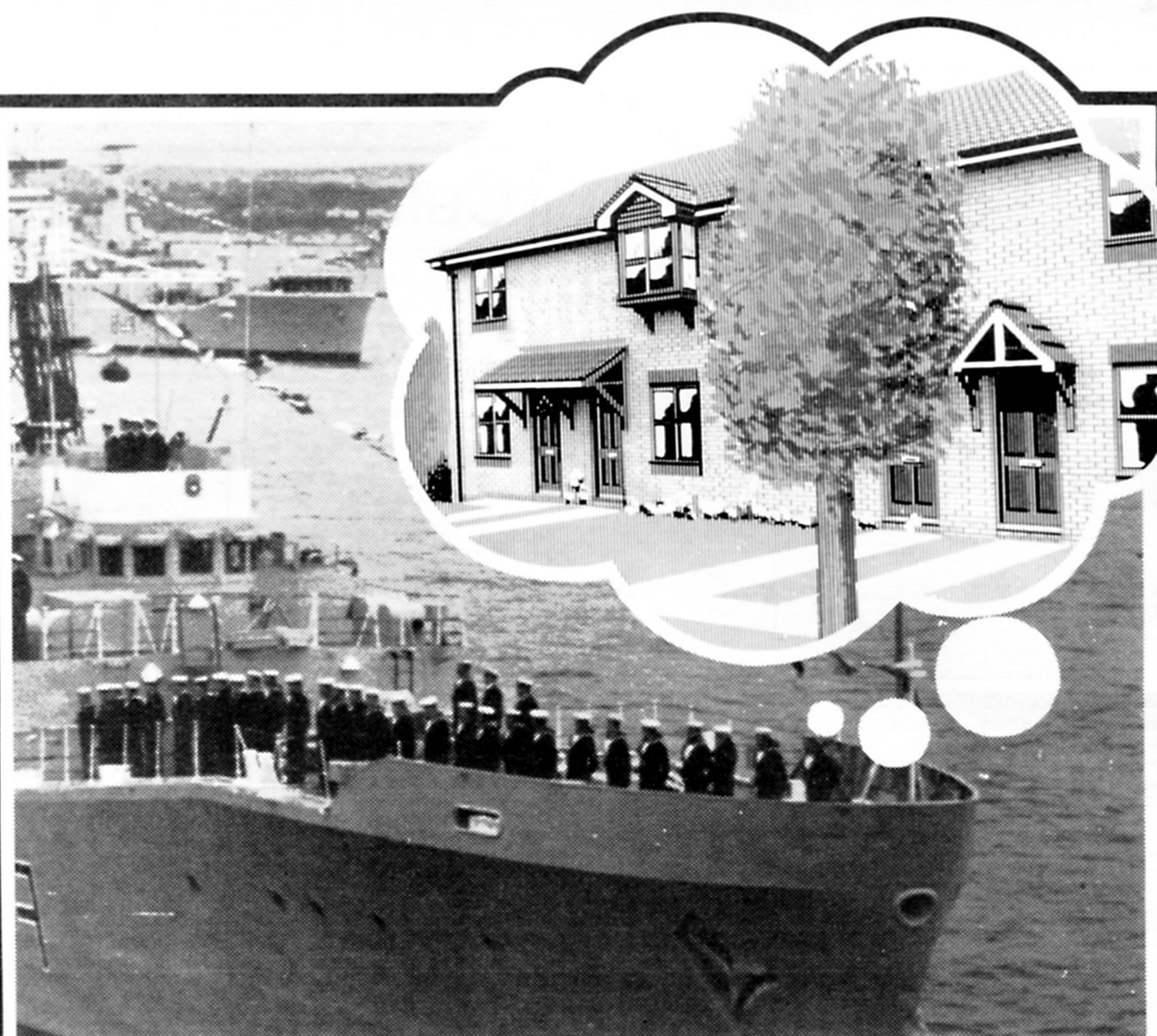
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THE story of HMS Amazon is a story of "firsts".

She was the first-built of the Type 21 general purpose frigates, which in turn were the first Royal Navy warships to be completely commercially designed and the first powered entirely by gas turbines.

Now she is the first to have completed a Type 21 restorative refit.

The four gas turbines allow tremendous manoeuvrability combined with high

speed and are much simpler to maintain. With Exocet now added to her armament, the Amazon can carry out an even greater variety of tasks and is an extremely effective frigate.

#### POPULAR SHIPS

The Type 21s are a very popular class of ship. In the Amazon, for example, more than one in five have served in the squadron before, but the record for length

of service on board is held by No. 1 laundryman Mr Fong, who has been with the ship since first commissioning in 1974.

Like all members of the Fourth Frigate Squadron, HMS Amazon, commanded by Cdr J. E. K. Ellis, enjoys a marked esprit de corps. It is this camaraderie which so strongly binds the squadron and its shore support authorities together into what is known as the "21 Club".

# CLUBBING TOGETHER

IN THE first of the Type 21 restorative refits, completed five weeks ahead of schedule in Devonport Dockyard, HMS Amazon was armed with the Exocet missile system and kitted-out with an improved communications package.

Early completion last September of the 60-week refit was largely due to the excellent working relationship between the dockyard and the six frigates of the "21 Club."

#### Princess

The Amazon's subsequent intensive programme of sea trials ended with a highly successful Operational Date Material Assessment.

A visit to Bremerhaven in December, in which the ship renewed her affiliation to the 14/20th King's Hussars, was followed in the New Year by her Rededication Service attended by Princess Anne.

The Princess, making her fifth visit to the ship since launching her in 1971, met most of the ship's company and their families.

Another close link maintained by the ship has been with Southampton — she was built there by Vosper-Thornycroft —

and she paid an official visit to the city after sea training at Portland.

During her sea trials period the Amazon was able to renew various other affiliations — to the Borough of North Tyneside; Hinckley and Canterbury Sea Cadet units; 206 Squadron RAF Kinloss; the 31st Ichen North "Amazon" Scout Group; and King's College Taunton Combined Cadet Force.

Guests at the rededication service included the Mayor of North Tyneside and a representative from 206 Squadron, and the Mayor of Southampton spent a day at sea. More than 45 cadets from all sections of King's College Taunton CCF

have enjoyed sea days and in March Amazon officers witnessed the CCF's activities at school.

#### Visits

In the middle of the ship's sea trials came the most popular visit to the Amazon, a long-awaited families' day — the first time many of them had seen the "new look" Amazon.

Later this year, the Amazon will deploy for several months. Before then, visits are scheduled to Liverpool and Douglas, Isle of Man, followed by another families' day, sonar syllabus training, navigation training, summer leave and an assisted maintenance period.



IN Greek mythology the Amazons were a fierce tribe of female warriors. No men were permitted to live among them but once a year, in order to propagate their race, the Amazons visited a neighbouring tribe. However, all male children were quickly banished or killed.

The name Amazon was probably derived from the Greek word "A-mazos," meaning "breastless." It is said that the Amazon women removed their right breast for greater ease in using their hunting bows.

## Facts and figures

Displacement: 3,400 tons. Length: 117 metres. Beam: 12.7 metres. Propulsion: Two Rolls-Royce Olympus and two Rolls-Royce Tyne gas turbines with twin shaft "COGOG" arrangement. Speed: 30 knots (approx.). Armament: Four Exocet surface-to-surface missiles; one quadruple Seacat anti-air missile launcher; one 4.5in. Mk8 automatic gun; four 20mm Oerlikon guns; one Lynx helicopter carrying Sea Skua missiles and torpedoes. Complement: 14 officers, 182 ratings.



## BUSY LITTLE WARRIOR

THIS was the eighth HMS Amazon, a Vosper-Thornycroft built destroyer, on August 27, 1935. Ahead of her lay Second World War duty in the Atlantic, the Arctic, the Mediterranean and off Norway.

While in the Atlantic, she and three escorts beat off a German destroyer attack in which the Amazon was hit twice. She also took part in the Malta Convoys in 1942 and in the North Africa landings.

Built in 1926, she was sold for scrap in 1949, 22 years before the present and ninth ship of the name was launched.

First ship to be named Amazon was the captured French vessel Panthere in 1745. Notable actions among the early ships of the name included one by the third Amazon in 1797 in which she destroyed a French first-rate ship of the line twice her

size, and the Battle of Copenhagen in 1801 in which the fourth Amazon distinguished herself.

The sixth, a propeller-driven sloop, sank in a collision near Torquay in 1866, just a year after her launch.

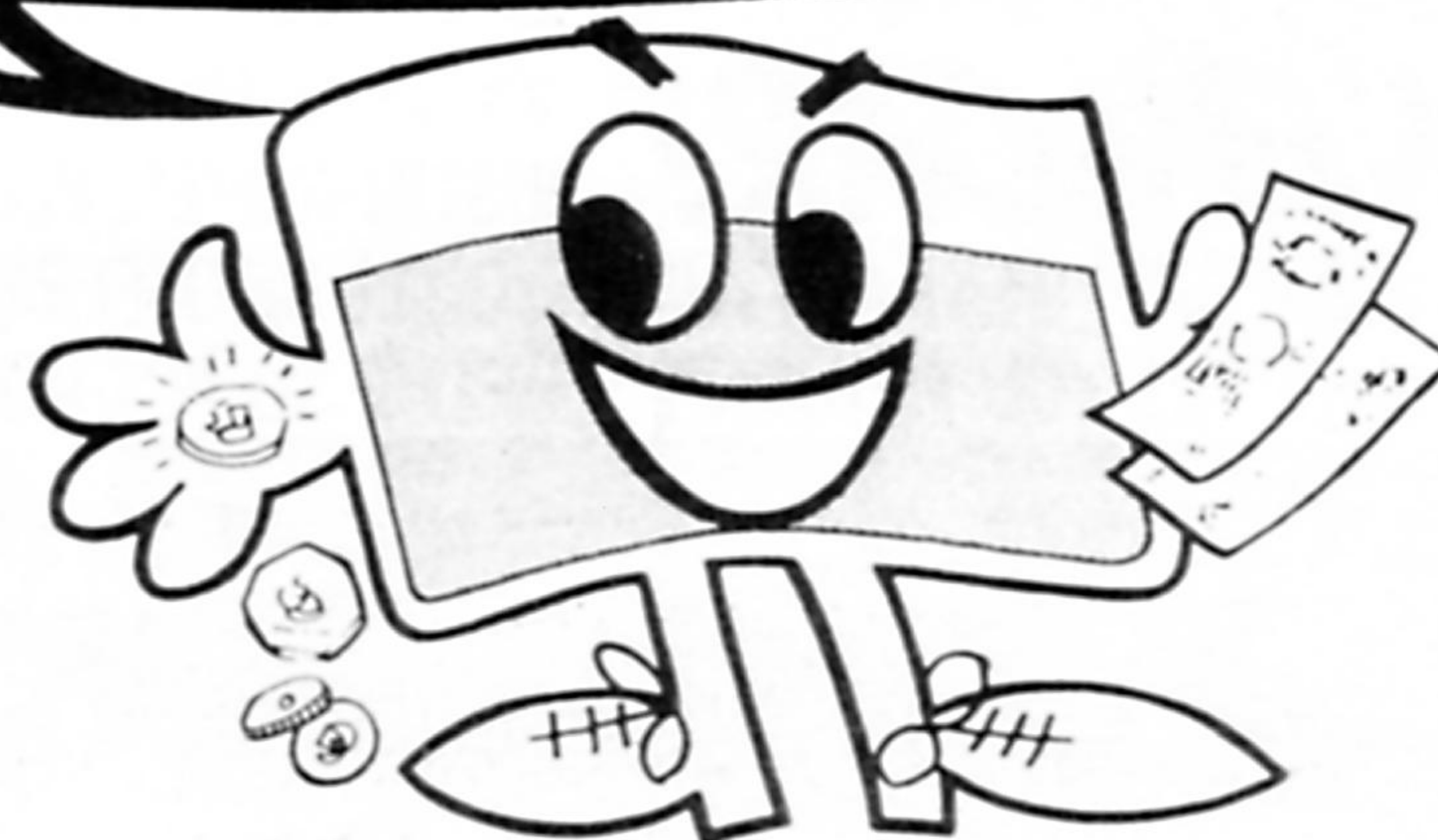
During the First World War the seventh Amazon, a destroyer built by Thornycrofts at Southampton and launched in 1907, served in the Channel from Dover, her most significant actions being off the coast of Belgium. She paid off in 1919.

Battle honours: Martinique 1762; Droits de l'Homme 1797; Copenhagen 1801; Belle Poule 1806; Belgian Coast 1914-16; Atlantic 1939-43; Norway 1940; Arctic 1942; Malta Convoys 1942; North Africa 1942-3.

Picture: Wright and Logan.

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# Dockyards face changes

THE way in which a new dockyard structure at Devonport and Rosyth might operate has been outlined in a statement by Defence Secretary Mr. Michael Heseltine following publication of an open Government document on the yards' future.

The need for discussion and consultation on ideas put forward concerning commercial management was mentioned in the statement, from which extracts are given here.

Mr. Heseltine spoke of the huge cost of defending Britain and stressed that value for money was absolutely vital, especially in the area of support. We must switch as much money as we could to our front-line Armed Forces, he said.

## Falklands

The Royal Dockyards employed 20,000 people and had a turnover of £400 million a year. "No-one doubts their proud history which was dramatically underlined yet again by the Falklands experience. However, we believe they could be far more efficient and give far greater value for money if the structure was changed."

They believed the time was

ripe to make changes which would give the dockyards "a major shot in the arm — to make them truly competitive and offer a real chance to create a firm and thriving future."

The way forward they favoured was commercial management by 1987. Other options were a trading fund or privatisation.

Outlining what commercial management would mean, Mr. Heseltine said, "Under this option each dockyard would be managed by a company chosen by open competition. Companies which met our high standards would be invited to submit proposals for managing the major part of the Navy's refit and repair work under contract.

## Defence Secretary's statement

"The contract would be for a fixed period at negotiated prices. There would be a separate contract for each dockyard. Ideally, to maximise competition, the two dockyards would be run by different contractors.

"Contractors would use dockyard assets — land, buildings, machinery etc. But the Government would keep ownership and be responsible for major new development and modernisation.

"One vital thing, which we would ensure, would be

to protect the strategic interests of the Navy.

"The skills and experience of the workforce would remain a prize asset but greater productivity would obviously be a priority. And at the end of the period the contract could be open for further competition."

One of the benefits of this way forward, as he saw them, was that the Royal Navy would keep control of strategically important national assets.

Saying that legislation would be necessary for such a radical move and that any new

arrangements could probably not be in place before 1987, the Defence Secretary then discussed implications for the workforce, which would have to transfer to the new employer.

Dealing with job reductions, he said that at Rosyth the workload was planned to increase. "Gains in productivity are needed to meet these, but equally there should be no significant job losses.

"At Devonport these productivity gains will mean job losses but we will keep compulsory redundancy to a minimum."

## Discussion

MOD would do all possible to alleviate the effect of any workforce reductions.

Saying that the Government was not prepared to contemplate the dockyards continuing under their present structure and system of management, the Defence Secretary said a stage of discussion and consultation had now been reached before a decision was taken.

## HECATE'S LINKS STRENGTHENED

WHILE preparing for another lengthy ocean survey, HMS Hecate was host to the Mayor and Mayoress of her affiliated borough of Taunton Deane, Councillor and Mrs. Lewis Lane, on April 11.

The guests toured the ship, sampled the hospitality of the senior ratings' mess and lunched with the commanding officer, Cdr. P.D. Barton.

Earlier in the month another affiliation was strengthened

## Punk drama wins

A "punk" production of a Greek drama by HMS Cochran Theatre Group won the Command Cup for best overall production and the Scottish Cup in this year's Naval Theatre Festival.

Bambara Trophy for the best overall production in the Fleet Air Arm went to the Osprey Players for "Lord Arthur Saville's Crime," which also won the Adjudicator's Cup for the best stage presentation.

when members of the 2nd Gosport Sea Scouts visited the ship.

## Heron 'homes'

NEW junior ratings accommodation blocks — Sherborne and Dorchester Courts — were opened at HMS Heron by the Flag Officer Naval Air Command, Rear-Admiral Linley Middleton.

HMS Hunter (right), pictured in company with HMS Fencer, is to be attached to a new London unit of the Royal Navy's University Fleet which will become operational in October.

There are at present University Royal Naval Units in Aberdeen, Glasgow, Liverpool and Southamp-

ton, with the aim of promoting an appreciation of maritime affairs and offer basic naval training for students.

Each unit is commanded by a naval officer and equipped with the 20 metre Fairley Tracker class patrol craft such as HM ships Hunter and

Fencer (Southampton) and their sister vessels HM ships Chaser (Aberdeen), Attacker (Glasgow), Striker (Liverpool).

The Commander-in-Chief Naval Home Command assumed administrative responsibility for the URNUs from April 1.

## LONDON TO GET HUNTER



## LETTERS ARDENT PLEA

ON January 9 1982 I became eligible for my Long Service and Good Conduct Medal, which duly arrived on board inscribed in the usual way with my name, number, rank and name of ship — HMS Ardent.

It was retained in the ship's office awaiting an appropriate occasion for presentation, but due to the Falklands campaign it now rests on the bed of the South Atlantic.

Now I have two medals, the South Atlantic and the LS and GC — but the replacement LS and GC (unlike the original) does not bear this proud ship's name. I would like both of them to do so. — J. C. Evans CY, Plymouth.

● The official reply is that the LS and GC Medal is awarded for 15 years' service in the Royal Navy, and not in any particular ship or establishment, and it was decided in January 1982 to discontinue inscribing the ship's name.

Although many may not quarrel with this change of policy, in the special circumstances of a medal lost in war before it could even be presented, some may think that the writer has a point in wanting his medal replaced "as new." — Editor.

## Wrong to send in Hood

I READ with interest your article on the book "Flagship Hood" (March), as I served in her 1928-29 before she went for refit, and then joined the battle-cruiser HMS Tiger.

The Lion class battle-cruisers were almost as heavily armoured as battle-wagons. Shell hits on the Tiger during the Battle of Jutland just resulted in surface scars.

The three ships, Hood, Repulse, although classified as battle-cruisers, were in fact built as high-speed raiders, to bombard enemy coasts and retire at maximum speed.

These facts were well known by the ship's company of the Hood who served with me.

Under these circumstances the Hood should never have been sent against the Bismarck, and only happened to be there because no other modern battle-wagons were available. — W. G. Mills (ex-CYS), Swindon, Wilts.

## Campion still a champion

THE letter from Bernard Campion (March) reminded me of the time many years ago when we were both in the Gunnery School attached to the "stone frigate."

It is nice to read that he is still as proficient at prose as he was when a contributor to our local naval periodical.

Together with Gerry Driscoll ("Geraldus") his articles were always eagerly looked forward to.

May he carry on in the same vein for many years to come.

When the Isis was first commissioned, the crew's acronym for her was "I Suffer In Silence." The second one, like Galatea, is unmentionable. — H. Wadding, Abercynon, Mid. Glam.

## Topping idea

I AM writing to ask if any Royal Navy cook can help me.

My son, who is serving in the Royal Navy, is getting married in August and would like figures of a sailor and bride to decorate the top of the wedding cake.

I have inquired in shops and they only do the ordinary bride and groom. I would be most grateful if any reader could help. — (Mrs) S. Judd, Gosport, Hants.

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# Jack

BY TUGS



I KNOW IT'S 'ELLVA LONG TIME MARLENE SWEETHEART BUT I DIDN'T ASK TO GO DOWN SOUTH AGAIN! IT AINT MY FAULT!!



BLIMEY! YOU GOT THE FALKLANDS AGAIN!?



NOT QUITE-GUZZ!

# By gum, what a sticky mess!

From Capt. Sir David Tibbits RN (retd.)

I WAS interested to read in Newsview (February) about the possibility of the US Navy banning beards. The experiences of HMS Devonshire in February 1942 may amuse some of your readers.

In the third year of the war, our ship had a very fair number of magnificent "sets" or "luxuriant facial adornments" which were taken ashore proudly from Wardroom and messes alike when we visited Norfolk, Virginia, Navy yard for repairs.

Next morning, there was scarcely a beard in the ship and the rest of us were astonished to find ourselves with what at first seemed to be a crowd of strangers.

American girls — then, at any rate — did not like beards, although they evidently liked their visitors. Their solution to the problem was simple and decisive — chewing gum.

There was no way of removing chewing gum from a beard, inserted while the owner was

"busy on other matters," except by shaving off!

I was also glad to read of the "Happy Hermes" on page 25 of the issue — appropriate for her 25th anniversary of first commissioning.

As her first captain, I recall the day as if it was yesterday, and uniquely I sailed the next day for a week's shake-down at Gibraltar, returning to Pompey in time for Christmas.

The original ship's company numbered only three or four hundred which built up over the months, plus the Air Group, to the 2,000 of the full complement.

May I use this opportunity to wish them well. It was a great



## LETTERS

Write to the Editor, Navy News, Barham Block, HMS Nelson, Portsmouth, Hants PO1 3HH.

start for a great ship which has never varied in the greatness of her contribution, culminating in the Falklands. — David Tibbits, Hamilton, Bermuda.

REGARDING Andy Stretton's letter (April), originally all armed forces personnel had to shave and have short hair to control lice and skin pests.

But shaving at sea in bad weather resulted in too many near-fatal cuts with the cut-throat razor, the only type available at the time. So it was decided to let sailors grow full sets with short hair for the sailor's safety or — at their own risk — to have a full clean shave. — Roger Large, Crewe.

### Tribute to □ Osborne

WHAT a splendid idea, mentioned by Captain G. A. French (February), that Osborne House should have a college Memorial Room.

It is hoped that many photographs and a book containing the names of cadets and staff may be incorporated.

I was privileged to serve under two captains who began their training at Osborne, and fine captains they were too. — J. V. Haddock (Lieut.-cdr. RN retd.) Dartmouth, South Devon.

# BELGIAN PAT ON THE BACK FOR PENNY

ON Sunday, March 3, during the visit of HMS Penelope to Antwerp, I was fortunate to be able to go on board with our corps of the Royal Belgian Navy Cadets (Mechelen Section).

I want to congratulate the ship's company of the Penelope for the wonderful reception they gave to our young sailors of tomorrow. They made them feel at home immediately and the visit was a great success.

Please give our greetings to the Penelope crew. — 3Lt Philip Labordery, Royal Belgian Navy Cadet Corps, Mechelen, Belgium.

### A question of □ emphasis

REGARDING the mispronunciation of ship names, as a matelot in the cruiser HMS Penelope I remember that many men called her Penny-lope.

They were informed that she was to be pronounced as Pennel-o-pee, and there were notices and drawings in the ship to this effect.

It so happened that matelots began to describe the destroyer Antelope as Antell-o-pee. As the cruiser passed the destroyer one day at sea, Capt. Angus Nicholl RN signalled from the cruiser, "Penny-lope meets Antell-o-pee!" — Ed Gordon, Southsea, Hants.

### 'Toothless' □ truth

I WAS interested to read the article on HMS Scylla (March) as my brother served in the Second World War Scylla from commissioning until the time she was damaged by the mine.

But she was known as "The Toothless Terror" (not Tiger as stated), due to the position of her funnels which looked to have a gap between them.

Years later I was to spend many happy years at the Admiralty and the present Scylla was always high in my affections (work for her always being completed first!).

We are still trying to contact any of the old Scylla's wartime ship's company. — Joyce P. Sygrove, 9 The Circle, Tilbury, Essex.

### Nuisance 'not guilty'

I READ with interest the article (March) on the dog Just Nuisance in South Africa.

I made many trips between Simonstown and Capetown while my ship, HMS Shropshire, was in dry-dock, and had the company of Just Nuisance.

It is not true that he killed the Shropshire's pet Rex — a Norwegian elkhound similar to an Alsatian — but the two did have a "sorting out," with Rex coming off the worst.

Rex recovered after excellent treatment by the ship's surgeon lieutenant-commander, and eventually returned to England on board. — Pat Coe, West Wimbledon, London.

Reading in Navy News about famous dogs in establishments reminded me that back in 1942-43, serving in HMS Attack in Portland MTB Training Base, we had a dog called Spero, who was something like a big black Labrador.

He was quite a character, occasionally taking a run ashore to Weymouth on the bus. I often wonder what became of him. — N. R. Fowle (ex-MTB 205), Fareham, Hants.

### Yesterday's □ witness

I WAS pleased to read the letter from Peter Woodhouse (December) mentioning that a road in Plymouth had been named after Lieut. Wilkinson VC.

As it happens I was serving in his ship, HMS Li Wo, when he won his decoration. We were outnumbered and it was a fierce battle, only seven surviving.

As a survivor of HMS Repulse I was a prisoner of the Japanese for three-and-a-half years. My great-grandfather was aboard HMS Victory at Trafalgar, and my father was wounded at Jutland. — C. H. Rogers, Ex-CPO range taker, Swindon, Wilts.

### RNA link in □ Canada

WHILE I am a member of the Royal Canadian Navy Association, I am also a member of the Royal Naval Association.

It was the fine publicity which Navy News gives to the RNA that led to our branch in Southern Ontario being formed by a few ex-RN types.

This year, 1985, marks the 75th anniversary of the Royal Canadian Navy.

HMS Alacrity will visit Halifax, Nova Scotia, in the summer to assist in the celebrations, the Royal Marines Band will play at a big tattoo in the city, and RNR minesweepers will also be visiting.

For any of your readers who are stamp collectors, Canada Post will be issuing a special commemorative stamp to mark the occasion. — David O'Flynn, Willowdale, Ontario.

### Spirit of □ the Ark

THE article "Ark Makes Her Mark" (March) brought back memories, because I well recall watching the paymaster, Cdr. Steele, slipping over the side with his suitcase containing the welfare fund cash, amid much encouraging cheering.

I also remember the poignant football match at Gibraltar against a representative side when the Ark Royals were playing together for the last time.

At the time of the sinking I was a humble seaman torpedoed, but I am proud that the memory of that great ship and her gallant crew will live on via the silver bell on the latest Ark.

This is also an opportunity to pay tribute to those two fine officers, Capt. Arthur J. Power and Cdr. Eccles, who so successfully forged the original Ark Royal spirit in a time of much stress. They do not come any better. — S. P. Chamberlain, Portsmouth.

AS A MEMBER of the former Ark's first commissioning crew, I was among the guests at the casting of the silver bell on December 10, 1943.

At the same pouring a number of 2in. replicas were also cast, and in due course we each received one, engraved with the ship's name, and date.

I wonder how many of them are still around. — S. Donovan (Lieut. RN, retd.), Goring-by-Sea, W. Sussex.

## VE NIGHT: 'I'M THE FLAG-WAVER'

WITH the VE celebrations coming up shortly I thought you might like to see the picture taken of me by Picture Post in Trafalgar Square on VE night.

I was serving in HMS Meynell at the time and decided to go to London for the fabulous occasion. Well, after a few drinks, I finished perched on top of a lion's head in the Square. I was waving three flags — the Union Jack, Stars and Stripes and the Hammer and Sickle and conducting the singing (or trying to) on that truly memorable occasion.

The scene is often shown on TV when the VE celebrations in the Square are mentioned and I am sure that some of the ship's company of the Meynell will remember that fantastic night. — George Broomhead, Ex-AB, Aintree, Liverpool.

### □ Splice what?

THOSE of us still living who were serving in HMS Atheling (escort carrier) on VE Day have an unusually painful reason to remember the occasion.

Out in the Pacific, after delivering aircraft to the US Forces, the ship's company received the good news — shortly after being informed that rum supplies had run out.

Salt was rubbed into an open wound on receipt of the signal to "Splice the mainbrace." — E. W. Martin, Gosport.





## Brilliant in new role as Royal Navy takes over



# Flagship of the Force

THERE WAS a colourful, international flavour about Portsmouth Naval Base on April 2 when NATO's Standing Naval Force Atlantic staged a change of command ceremony.

Command of the multi-national frigate and destroyer squadron is rotated on an annual basis among those navies which provide ships throughout the year.

New commander is Commodore Bruce Richardson, who took over from Capt. Klaus Schwabe of the Federal German Navy. Commodore Richardson's flagship is HMS Brilliant, the first Type 22 frigate to assume this role.

Guest of honour at the ceremony was Armed Forces Minister Mr. John Stanley. Senior NATO commanders present included Admiral Wesley L. McDonald USN, Supreme Allied Commander Atlantic, who has operational command of the squadron; General C. de Jager, chairman of the Military Committee; and Admiral Sir William Staveley, Allied Commander-in-Chief Channel.

### THE FORCE

The international flavour was provided by the ships and ships' companies of vessels from Britain, the United States, Canada, Holland, Germany and Portugal. Ships from Belgium and Norway joined the Force before it left Portsmouth.

Units generally spend up to six months with the Force, exercising constantly to overcome language and equipment differences.

Left — The scene is set in Portsmouth Naval Base for the Standing Naval Force Atlantic change of command ceremony. Below — Ships of the NATO squadron pictured in close formation at sea. HMS Brilliant, flagship of the new commander, Commodore Bruce Richardson, is in the foreground, second from right (F90).

Pictures: CPO(Phot) Roger Smart (below) and LA(Phot) Kev Jeffries.



## Snowdon walk led to rescue

LACMN Kevin Arnold has received a commendation for his leadership during the rescue of two hill walkers on Snowdon, North Wales, last December.

Kevin, of HMS Daedalus, was leading a group of Royal Navy trainees on the return leg of a mountain walk on Snowdon when, in deteriorating weather, he heard a whistle call.

An experienced mountain leader, he was faced with the difficult problem of helping whoever was in trouble and getting his own inexperienced party off the mountain.

He and a member of his team began a search, eventually finding two young civilians who were lost and very cold. After giving them hot drinks, the two Servicemen began to assist the civilians off the mountain.

They were met by a rescue

### Leader's FONAC award

team alerted by the other members of Kevin's party.

A member of the Resource and Initiative Training Section in Daedalus, Kevin is an instructor in rock climbing, mountaineering, caving and canoeing.

His wife, Caroline, was present to see him receive his Flag Officer Naval Air Command's commendation from the Captain of Daedalus, Capt. Roger Moylan-Jones.



LACMN ARNOLD



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# HMS

IT WILL obviously help to have a sweet tooth if you are lucky enough to be serving in HMS York. The new destroyer has lost no time in establishing links with the city of York — and with York confectionery manufacturers Rowntree Mackintosh.

Mr. Mike Blackburn of Rowntree Mackintosh went on board to present a trophy for the ship's inter-part sports competition, plus a few king-size bars of that chocolate beloved of lorry drivers!

From left to right (back) are RO William McBeth, CK Gary Hall, Mr. Blackburn, Cdr. Colin Bonner, commanding officer of the York, JS Mark Horton and MEM Andrew Murray; and (front) WEM Colin Slewright and LS Kevin Clarke.



# It pays to get Tanked

WHEN did you last do the Tank? It's a question every submariner should ask himself, because from the end of this year he won't get submarine pay if he's overdue for a dip in the Submarine Escape Training Tank.

Concern at increasing numbers found to be out of date for requalification in HMS Dolphin's familiar 100-ft water tower has led to the reintroduction of the direct link with entitlement to submarine pay, with effect from January 1 1986.

## INTERVALS

The first requalification should come after three years and thereafter at four-and-a-half year intervals. Over 35 years of age, requalifications are unpressurised ("dry") unless you are fit and in seagoing appointments — and volunteer!

In date ships divers may requalify pressurised ("wet") regardless of age or appointment.

## Channel Force change

CDR. Richard Moore, ninth commander of the Standing Naval Force Channel, hands over the NATO squadron to Cdr. D. B. Sluiter of the Royal Netherlands Navy during a ceremony in Den Helder on May 8.

The Force commander, whose title is COMSTANAVFORCHAN, is provided in rotation by Belgium, the Netherlands, the United Kingdom and West Germany.

HM ships Brocklesby and Ledbury are providing the Royal Navy presence in the Force currently. So far this year they have visited Bruges, Dundee, Newcastle, Rosyth, Wilhelmshaven, Den Helder, Ostend, Terneuzen and Heligoland, and taken part in JMC 851, the Dutch exercise Icy Water, and Blue Harrier 85.



With the city's distinctive bridges in the background, HMS Ajax arrives at Newcastle Quay for her "Meet the Navy" visit.

# AJAX BOWS OUT ON ROYAL DUTY

HMS AJAX'S final operational task has ensured her a parting reference in some high-powered scrapbooks. She was providing a Royal Escort for the official visit of the Prince and Princess of Wales to Italy.

On May 31 the Ajax returns to Devonport to become the first Leander-class frigate to pay off for scrap. Laid down in 1959 and completed in 1963, she was the third of 26 Leanders to be built. Two others, Dido and Bacchante, were sold to New Zealand.

At divisions in Gibraltar on the first leg of the ship's trip to the Mediterranean, the commanding officer, Capt. John

Trinder (Captain First Frigate Squadron), presented Lieut.-Cdr. Rob Bishop with his GSM (Lebanon) for services as Staff Operations Officer in RFA Reliant off the Lebanon last year.

He also presented a Long Service and Good Conduct Medal to CPO Mick Sollick, and the Ajax Inter-Mess Trophy to AB(S) Sid Carr, representing the Seamen's Mess, for the ship's Top of the Rock Race. Carr was first man to the top.

Before Easter the Ajax sailed to Newcastle for a "Meet the Navy" visit, and received a typically warm Geordie welcome. Newcastle Quay became a major attraction for the public, with the Ajax alongside the Golden Hind replica and four Dutch minesweepers.

Schools and youth organisations were shown over the ship, careers forums for teachers and careers officers were held on board, and the ship's Wasp helicopter, flown by Lieut. Simon Charlier, visited four schools to back up presentations given by a ground party led by Lieut. Mark Sloan.

More than 60 local Sea Cadets were inspected by Capt. Trinder alongside the ship.

Most sports fixtures survived snow and sleet, and the football team achieved a very good 5-1 win over Azure Blue FC under floodlights in Gateshead stadium. The rugby team were defeated 10-4 Percy Park Penguins after leading for much of the match.

## PRESS GANGED

The visit also gave Capt. Trinder an opportunity to present Mrs. Dorothy Goddard of Whickham, near Newcastle, with a framed photograph of the ship.

One of Mrs. Goddard's ancestors had been pressed into service in the third Ajax, commissioned in 1809, and she was able to produce a series of original letters written by the sailor's wife to the commanding officer of the Ajax to secure his release after she had arranged two volunteers to replace him.

Evidently, two seamen equalled one shipwright in those days!

During Easter leave in Devonport, the ship's marine engineer officer, Lieut.-Cdr. Nick La Hive, presented British Rail Area manager Mr. J. Collins with two ship's badges for mounting on the Class 50

diesel locomotive named Ajax and based at Plymouth's Laira Depot.

Presentation of the badges was a fitting end to a campaign to save some of the Class 50 locomotives, including Ajax, from losing their warship names in favour of names more associated with the Great Western Railway.

## Appointments

# Admiral Oswald to be FOF3

REAR-ADMIRAL J. J. R. Oswald, Assistant Chief of Defence Staff (Policy and Nuclear), is to be Flag Officer Third Flotilla and Commander Anti-Submarine Group Two, in succession to Vice-Admiral R. G. A. Fitch, in October.

Other appointments recently announced include:

Capt. E. S. J. Larken, Commodore Amphibious Warfare, July 5.

Capt. F. D. Lowe, Mercury in command, July 30.

Capt. B. Burns, Cardiff in command, August 1.

Cdr. D. J. Brice, Naiaid, September 2 and in command.

Lieut.-Cdr. J. H. Eldridge, Guernsey June 3 and in command.

Lieut.-Cdr. C. J. Denny, OIC Liverpool University RN unit and in command Striker.

Lieut.-Cdr. J. Rainbow, Guardian August 5 and in command.

Lieut.-Cdr. F. W. G. O'Shaughnessy, Brington August 13 and in command.

Lieut. D. A. Lunt, Weston July 23 and as commanding officer.

## N. Ireland

AMONG awards for service in Northern Ireland announced by the Ministry of Defence were:

Mentioned in Despatches: LA D. I. Lawrence, MNE W. G. MacDougall, Major A. M. Mason RM, CPL. C. Whitmarsh RM, and CSgt. I. J. Wilkie RM.

## Plaque unveiled

A PLAQUE in memory of Capt. Tony Wigley, commanding officer HMS Osprey, killed when his helicopter crashed at Portland last December, was unveiled on behalf of 772 Naval Air Squadron by his widow, Mrs Heather Wigley.

## Obituary

M. Cocks, Lieut.-Cdr. March 22. R.F. Groves, Lieut.-Cdr. April 5. J.J. Bromilow, MNE, RMR, RMR Merseyside, April 7. J. Young, CK, HMS Abdiel, April 16.

T. Kitson, CWTR, RAF Wyton, April 22.

Philip Ernest Morris, Ex-CPO, April 10, aged 62. Late HMS Protector.

Brian Coward, Ex-CERA, Aged 50. Served 24 years, buried at sea. Stanley George Dew, Ex-LEM(ST)Y, Aged 74. Served 25 years, including HMS Cumberland and HMS Tyne.

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# SYMBOL SWEATERS





## Scylla on the move

HMS Scylla, pictured above, was completing her base change from Devonport to Portsmouth at the end of April after basic operational sea training at Portland. Her programme includes visits to Rotterdam, Guernsey and Aberdeen.

## Changes planned for RFAs

PLANS for a change in the status of RFA vessels were outlined in a Commons reply which said that the evolving pattern of the Royal Navy's operations and commitments has increasingly tended to distinguish RFA vessels from commercial shipping.

The proposal would not involve any change in the present conditions of service of RFA personnel, said Armed Forces Minister Mr. John Stanley.

### DOCUMENT

MOD had issued a consultative document proposing that RFA vessels should cease to be registered as British merchant ships for the purpose of the Merchant Shipping Acts, but instead should operate as Government-owned vessels on non-commercial service.

The ships would no longer be issued with International Safety Convention Certificates, but MOD would accept responsibility for their safety following surveys carried out on its behalf by the Department of Transport and by Lloyds Register of Shipping as at present.

## Maritime League

A British Maritime League event to be held at the Tudor Merchant's Hall, Southampton (near the pier) at 1900 on Friday May 24 will be addressed by former Navy Minister Mr. Keith Speed MP, whose subject will be, "Does Britain have a maritime future?"

### Well spoken!

Cdr. Jim Smith, Staff Admin. Officer to Flag Officer Scotland and Northern Ireland, has been doing well — on his own advice. Representing Dunfermline, he has won two trophies in competitions of the National Association of Speaking Clubs.

His subject — "Using your voice."



## End of the Pepys line



ED SPALDING

### Editor retires

The editor of Naval Electrical Review, Lieut.-Cdr. Ed Spalding, has retired after a naval career spanning more than 43 years. He has always been a keen sailor, and for 16 years was secretary of Portsmouth branch of the RNSA.

He and his wife Audrey have two sons, Richard a lieutenant in the Royal Navy, and Timothy, a surgeon lieutenant currently serving with 40 Cdo Royal Marines.

### Brothers way down South

Brabant Island explorer Lieut. Paul Flint had a southerly reunion with brother Rod at Port Stanley. Rod, a captain in the Royal Corps of Transport, is currently serving in the Falklands.

Their paths crossed when Paul arrived in Port Stanley en route from Brabant Island, where he had been a member of Lieut.-Cdr. Clive Waghorn's second summer party, final phase of the Joint Services exped. to Brabant.

HMS Cochrane "fixed it" for ten-year-old Caroline Cochrane to march on ceremonial divisions with her big sister, Lorna Lorna Garthwaite. Caroline wrote to Flag Officer Scotland and Northern Ireland, Vice-Admiral Sir Nicholas Hunt, who asked Capt. Douglas Dow, Captain of HMS Cochrane, if he could help.

Help he did, and Caroline was soon kitted out in a made-to-measure uniform and looking every inch a Wren of the future. She stood to attention for over an hour in a biting east wind with the temperature below freezing — and still came out smiling.

Our picture of Capt. Dow presenting her badge to Caroline was taken by LA(Phot) Jon Garthwaite, Lorna's husband and a photographer on the staff of FOSNI.



## CENTENARY YEAR 1985

## SSAFA says "thanks" and offers help.

"Thanks" for supporting SSAFA fund-raising events. The money helps maintain 1,100 Branches throughout the UK, staffed by volunteers who offer friendship, advice and practical help to Service and ex-Service families in need.

"Thanks" for contributing to the great Service and Regimental Benevolent Funds. Without the support of these funds, SSAFA could not operate. Without SSAFA, neither could they. Last year SSAFA paid out almost £1½m on their behalf, to those in real need.

Of course SSAFA's own funds were also used for grants — and for training our volunteers.

Getting the most from the State and elsewhere needs more than

well-meaning amateurs these days!

Please remember that SSAFA is close to your family back home. Whatever the problem, if you are worried and would like SSAFA to call round, tell us. We won't tell anyone else.

If you or your folks know of an ex-Service family who could do with a visit from their SSAFA friend, again please tell us. Help us to reach those who are either too proud to ask for "charity" or simply don't know that SSAFA exists to help them.

We don't rattle money bags too often. We do shop for the housebound, fill in forms, or just help fill the gap of loneliness.

We help meet the need, whatever it is. Thanks to YOU.



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More People in  
the News in  
Pages 24 and 25.

# PEOPLE in the NEWS

## The one and only George bows out

THE ONLY steward in the Royal Navy ever to make commander retired last month. Cdr. George Kelly joined up as a hostilities only rating in 1941, and went on to become the Navy's expert on kitchens and galley design.

George, in fact, retired from the Royal Navy in 1976 as the Ministry of Defence's adviser on Shore Galley Design and Associated Equipment.

But he was immediately recruited into the Civil Service to do exactly the same job, so when he finally retired on April 4 he had been serving the Royal Navy one way or another for nearly 44 years.

His career, not surprisingly, had its moments. Although he served most of the Second World War as a steward in minesweepers and landing craft, he did spend 15 hours in the Mediterranean after the destroyer HMS Quentin was torpedoed and sunk in December, 1942.

### BERMUDA

At the end of the war he signed on again, served more than six years in Bermuda, and in 1955 became one of the last Commissioned Catering Officers. His appointments included HMS Bulwark on her only full commission in the Far East, for which he had to sea store the carrier for an 18-month trip.

George was promoted Lieutenant-Commander after becoming the first RN officer to be appointed college caterer to BRNC Dartmouth (he replaced the well-known Miss Buller after her 25 years there), and in 1971 was appointed mess manager of RNC Greenwich and promoted commander.

His naval links will be maintained by his elder son David, the marine engineer officer in HMS Brilliant, and by his own interest in TS Trafalgar, the Sea Cadet Corps' Wimbledon unit. As treasurer, he has increased unit funds from £38 in 1976 to £10,500 in 1985 — and turned the training ship's Trafalgar Night dinner into a noteworthy occasion.

## SNAP!

HMS Walkerton's keen photographers are themselves snapped by LA(Phot) Jon Garthwaite, who judged a photographic competition in which most of the ship's company took part.

Pictured with some of the entries are (left to right, back) commanding officer Lieut.-Cdr. Peter Lee and LMEM Andy Viney; and (front) MEM Mark Wilson, Lieut. Al Wooley, AB Neil Hodges and AB Dave Payne.

## SNIP!

Capt. Rod Flint RCT (left) suggests brother Paul needs a haircut on his return from the Joint Services expedition to Brabant Island. See story left.

Picture by expedition photographer LA(Phot) Ronnie Barker.



Cdr. George Kelly in the kitchens of HMS St Vincent, which he designed.



### Is he the oldest Doc?

Wardmaster Lieut. L. E. Treviling RN (retd), now 86 years old and living in New Zealand, has written to ask if he is the oldest surviving member of the Sick Berth Branch.

He joined up in 1917, retired in 1947, and lives at 8a, Newburn Road, Brown's Bay, Auckland, New Zealand.

### Jan changes his career

It's all change on the City line, where Lieut. Jan Coles, the Navy's senior recruiting officer, has handed over the keys of the Greater London Careers Information Office to Lieut. Jim Breen.

Jan is moving to the Greenwich Colleges as senior registrar.

### Paul drops in on Tony

Lieut. Paul Collins, HMS Glasgow's flight commander, literally dropped in on brother Tony at the Bognor Regis School. Tony is head of Mathematics at the school, so Paul took the opportunity for a

family reunion and to show pupils of the Lower School a real naval Lynx helicopter.

Lieut. Martin Snell and AEM Wright joined him for the flight from HMS Osprey and had a busy afternoon answering hundreds of questions.

### Good idea pays off

A cheque for £75 has been presented to RS Derek Carvell for designing an overlay which has reduced by half the amount of time and effort required to mark and assess students at the Typing Trainer in HMS Mercury.

He is the principal instructor in the Typing Trainer.



DEREK CARVELL



MURIEL HOCKING

### Muriel in charge again

Chief Officer Muriel Hocking WRNR assumed command of HMS Vivid, the Headquarters Reserve Unit in Plymouth on April 1. She became the first woman to command an RNR unit when she took over the helm of HMS Dalriada in Greenock, Scotland, in 1983, and is now the first woman to command a second unit.

Chief Officer Hocking, who served in the WRNS from 1963 to 1969, is married to Surg. Cdr. (D) Malcolm Hocking, senior dental surgeon in HMS Invincible.



For over 150 years this Society has been helping the Children of British Seamen orphaned or left in need. Please help the Society to support the 400 boys and girls in their charge.

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## Branch transfer guidance

RATINGS and Wrens interested in transferring to other branches of the Service are given guidance in an official announcement.

This explains that it remains Navy Board policy to encourage men and women to transfer at the able rate between branches, in order to adjust manpower to the Service requirement.

Such transfers are a method of maintaining numbers instead of by direct recruitment.

This means, of course, that transfers will not normally be allowed out of "shortage" branches, or into branches which are overborne.

However, where the Commodore HMS Centurion anticipates that fully manned or overborne branches might nevertheless make room for transfers in the next financial year (by adjustments to recruiting), applicants will be given "all reasonable consideration," but approval may be delayed by up to 18 months.

Lists are published of all the overborne and underborne branches at the present time.

DCI (RN) 132

### ☆ Trials merger

FOLLOWING the reorganization of the Sea Systems Controllerate, it has been decided to amalgamate the Machinery Trials Unit and the Machinery Controls Trials Team.

As from April 1 they now operate under the title of Machinery Trials Unit (MTU).

The officer-in-charge is responsible to the Deputy Controller Warships (DCW) through the Chief Marine Systems Engineer (CMSE) for the acceptance into service of propulsion machinery and associated control systems in surface ships.

The unit continues to operate from the Admiralty Research Establishment (ARE), Haslar, Gosport.

DCI (RN) 120

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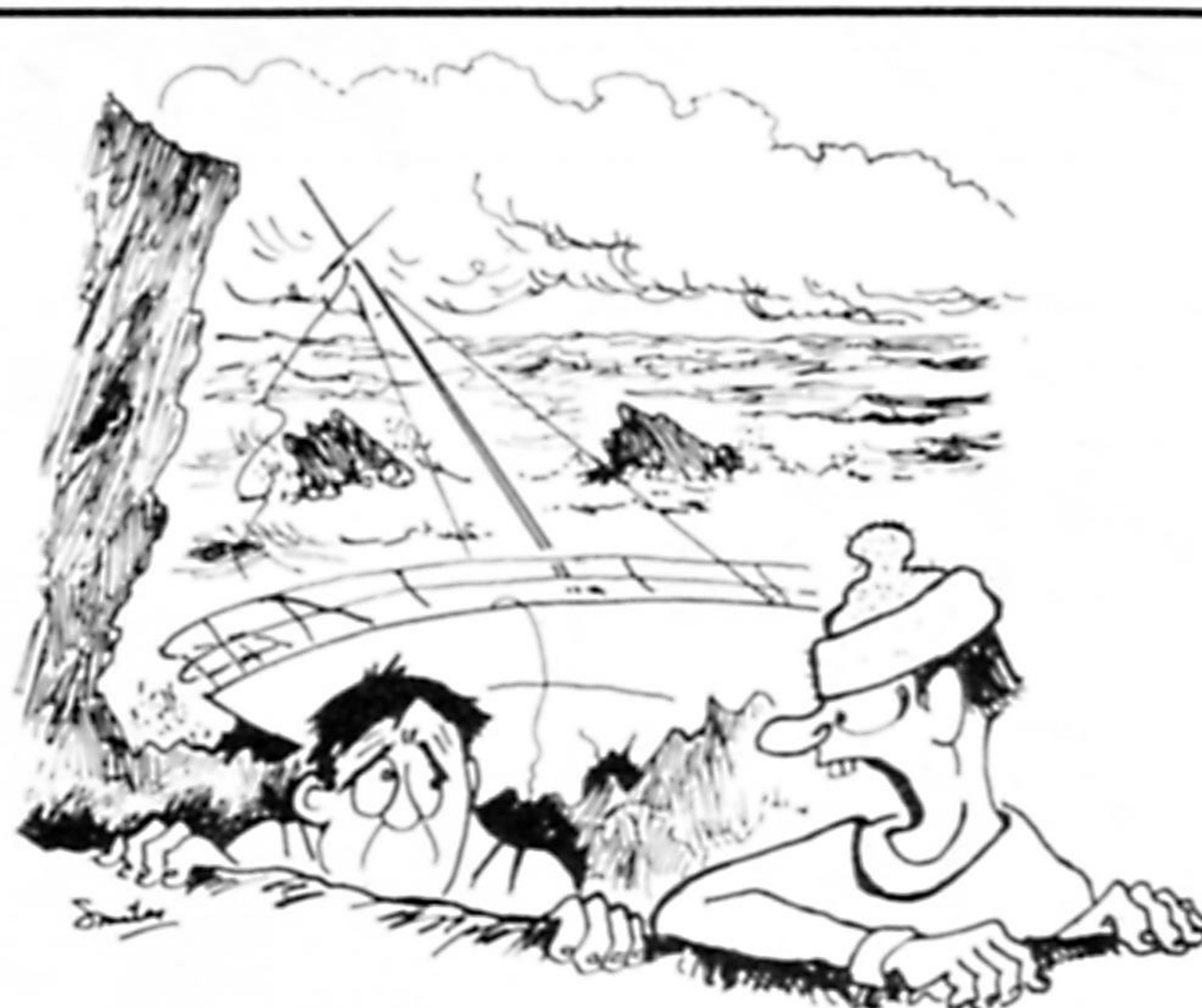
## SEA TIME!

VOLUNTEERS are needed to form crews representing the Royal Navy to sail in the 1985 Services Offshore regatta, Royal Ocean Racing Club Fasnet Race, and the RORC North Sea Race.

"These well-known and exciting races are guaranteed to provide a memorable experience," says the announcement, "and in the case of the Services Offshore Race and the North Sea Race, a good run ashore too."

The RN yachts will be Nicholson 55 and Contessa 32 craft.

DCI (RN) 105



"Not one of your better runs ashore!"

## GET WISE ON DCIs

# Plugging those Falklands gaps

LESSONS of the Falklands war continue to be put into practice and not surprisingly one of them was how to deal with water pouring through bullet holes.

Before 1976 damage control allowances in warships included a full range of round and square-sectioned softwood plugs and softwood wedges for general leak-stopping.

Trials (in peace time) resulted in the elimination of the plugs on the ground that the wedges could easily be split to bung up small holes.

An announcement says the Navy is to get its round plugs

back, "experience during Operation Corporate having highlighted the lack of softwood plugs for plugging numerous small holes such as those made by bullets."

There is to be a subsequent reduction in the allowance of wedges.

DCI (RN) 110

### ☆ Essay Prizes

LWTR I. J. Joyce, staff of CINCPACNAVHOME, won the first prize of £80 in the 1984 Lieut.-Cdr. Hooper essay competition.

The second prize of £50 went to LWRENWTR E. D. Spencer, Royal Marines Deal; and the third prize of £20 was shared between MEA Apprentice A. R. Doig, HMS Sultan; and WEA Apprentice A. Ramsay, HMS Invincible.

DCI (RN) 121

PRIZES up to £200 are awarded in each of the sections (officers and ratings) of the Naval History Prize essay competition.

The 1985 subject is: "Assess the impact of the submarine on the conduct of naval operations in the First and Second World Wars."

Closing date for the competition is December 31 1985.

DCI (RN) 135

### ☆ Pamphlet

THE City and Guilds Communication Operators Certificate scheme was first introduced in 1970, since when virtually all operators in the Armed Forces have had the opportunity to qualify for a certificate from an internationally-recognized examining body.

In the Royal Navy, leading radio operators (G), (SM), and (T), and leading Wren radio operators have been included in the scheme, as well as signallers third and first class, Royal Marines.

Operators contemplating entering for the certificate are advised to get a copy of a newly-issued pamphlet, by sending £1.20 to City and Guilds (Sales Section), 76 Portland Place, London W1N 4AA.

DCI (RN) J 140

## Asbestos warning

A NEW asbestos warning is given in an announcement relating to field cooksets.

Before its use was stopped, asbestos or asbestos-based products were originally employed as thermal insulation barriers and heat shields on a variety of field cooksets and equipment.

Under no circumstances, says the announcement, should any attempt be made to open the sealed panels which contain asbestos, or to disassemble asbestos sheets from their backing plates.

Such components are designed as non-user serviceable, and should be replaced as an assembly.

Before disposing of asbestos, advice should be sought from the Unit Safety Officer.

DCI (RN) J 118

## SUBMARINERS' FUND



"Only if you maintain stable buoyancy!"

# Yardmen go up to Open University

UPPER Yardmen seeking to become officers are to get improved educational opportunities through a scheme based on Open University courses, providing an alternative to GCE "A" level correspondence courses.

The aim is to help Upper Yardmen and Royal Marine Corps commission candidates to gain the educational qualifications needed for full career or medium career commissions. Arrangements have been

made to include the Royal Navy in the Open University's in-company training programme.

This allows access to the university's learning material without many of the restrictions associated with its undergraduate programme.

A range of appropriate courses offered by the university is now available to candidates who may choose those that meet their particular educational requirement.

The university has agreed to design individual private study programmes based on the courses chosen by the candidate.

No restrictions will be made on the date of entry into the scheme, but it is expected that it will take 18 months to two years to complete a study programme equating to two GCE A levels.

Additional tutorial support from the university has been arranged for the Base Education Centres in HMS Nelson, HMS Drake, and HMS Cochrane.

The announcement gives details of eligibility, and the means of making applications.

DCI (RN) 123

### ☆ Tournament

THIS year's Royal Tournament at Earls Court, London, will be held from July 10 to 27.

There will be two performances daily at 1430 and 1930, except that there are no performances on Sundays and no matinee performance on Mondays.

Surrounding the arena are static stands provided by the three Services, and those attending should allow 40 minutes or so to visit them.

Tickets for reserved seats (£3.50 to £12.50) can be obtained from The Royal Tournament Box Office, Earls Court Exhibition Centre, Warwick Road, London SW5 9TA (telephone 01 373 8141). Unreserved seats at £2.

Announcement dated March 22 1985

### ☆ Airtrooping

DETAILS are announced for the next 12 months of the scheduled air trooping service between the United Kingdom, Germany, and Gibraltar.

Particular reference is made to arrangements for the escorting of unaccompanied children.

### ☆ Salvage

HMS Venturer has been granted an award for salvage services to the yacht Sullom Voe on August 29 1983.

DCI (RN) 137

AN award has been made for salvage services to MV Singapore Island No. 1 by HMS Ajax in June, 1982.

DCI (RN) 113

### ☆ Chiefs chosen

NAMES are announced of those chosen by the 1984 selection boards for promotion to chief petty officer/ chief medical technician and chief communications technician.

The selections are intended to meet the expected vacancies arising in the promotion year started January 1, 1985.

Should there be a shortfall, this will be met by bringing forward in May 1985 the reserve selections.

All the candidates now listed will be promoted by December 31, 1985.

DCI (RN) 104

### ☆ N-Trust

MEMBERS of the Naval Dependents' Income and Assurance Trust (N-Trust) are to have both benefits and contributions increased as a result of a cost-of-living review.

The increases are based on the yardstick that since the last review, the intermediate rate of pay (scale B) for a leading rate has increased by 7.9 per cent.

DCI (RN) 133

## Navy News

No. 370 31st year  
Editorial and business office:

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John Elliott, Joan Kelly.  
Business manager:  
Miss Maureen Brown

Announcement dated March 8.





## Master of merit

Master-at-Arms Jim Scott and his son Paul were together on board HMS Victory when Jim received the Meritorious Service Medal from Admiral Sir Peter Stanford, Commander-in-Chief Naval Home Command. Jim, who is serving on the staff of the C-in-C., has been in the Navy for 30 years and Paul is following the family tradition. He is doing his Seaman (Missile) training in HMS Cambridge.

# How wives cope with separation

A SURVEY on the stress of separation, carried out by a naval chaplain as a personal research project, shows that the majority of the wives taking part cope with separation with varying degrees of success, and that less than five per cent sought help because they could not cope.

Aim of the project, undertaken last year by the Rev. Tony Ross, chaplain of HMS Nelson, as part of his preparation for the mid-Service clergy course at St George's House, Windsor, was to examine why some wives cope with separation stress better than others.

Similar research carried out on behalf of the United States Navy suggested there was more stress among wives of enlisted men than officers, and among younger and less well-educated wives.

Other research into separation stress has examined the importance of factors like support by the family and friends, the number of young children, employment, health,

length of separation and crises during separation.

These factors were combined with 35 stress symptoms in a questionnaire which naval wives, whose husbands were at sea, were invited to complete.

Sixty-five wives responded and the analysis of answers showed there was more stress in wives who had experienced a high percentage of separation with little time between separations.

In this survey there was no evidence to support American views that stress was related to rank, age or education. Neither did distant families, lack of friends or employment, number of children, health or crises cause considerable stress on

their own. But when they were linked with accumulated separation, stress was increased.

Another work concerning separation anxiety has also emphasised the need for time together after separation, and this may be an area for further study by the Navy.

Perhaps it is not length of separation which ought to be considered but the amount of time between separations, says a summary of the research project among naval wives.

A further survey among naval wives is being conducted by Plymouth Polytechnic, whose researchers may well find the material of the chaplain's project of valuable interest.

## Rosyth design winner

SCOTTISH architects submitted 126 entries for a new Roman Catholic Church of St Peter's and St Paul's for the Navy at Rosyth.

The Property Services Agency in Scotland set the competitors a comprehensive brief for the 150-seater church, which had to provide a modern sense of unity for the assembly.

Assessors, assisted by a technical panel, included Cardinal Gordon Gray, Archbishop of St Andrew's and Edinburgh and Vice-Admiral Sir Nicholas Hunt, Flag Officer Scotland and Northern Ireland, and prizes were presented at the opening of an exhibition of all the entries by Lord Skelmersdale, Department of the Environment spokesman in the House of Lords.

Mr. James Stephen, of Glamis, winner of the £2,000 prize, has now been commissioned by the Environment Department to produce final sketch plans for the eventual building of the church.

Why Navy needs SSAFA — page 14

# Build-your-own boom in homes

OPPORTUNITIES for Service families to build their own homes might be thought fairly limited but, it is said, many Servicemen create their own homes as self-builders when they return to civilian life.

There has also been, we are told, much interest when the book "Building Your Own Home" has been mentioned in Navy News.

Extent of general interest is borne out by the fact that the book has just gone into its seventh edition. It deals with topics like finding a site, choosing a design, self-build associations, finance, cost, and using

sub-contractors. There are also 24 case histories.

Author Murray Armor says that since the book was first published in 1978 the number of families building for themselves has jumped to over 10,000 a year.

"In total they are the second biggest house building operation after Barratts. Ten per cent of them build as members of self-build groups, and get a new home at down to 50 per cent of market value in exchange for 18 months of blood, sweat and tears.

"The rest go it alone, and although some do the manual work themselves, most use sub-contractors and provide only the

management. They usually save at least 25 per cent of the value of their new homes."

As Mr. Armor's book fairly points out, he is chairman of a group of companies offering design and supply services, but his advice looks at the whole world of self-build, with opportunities and pitfalls identified.

Latest edition is published by Prism Press at £8.95 hardback (£4.95 paperback). Or it can be obtained at £6, including p and p, from Ryton Books, Work-sop, Notts, who will send it with a list of self-build groups seeking members, and local authorities with schemes to release plots to individuals who are building on their own.

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## NEWSVIEW

### All eyes are on the Royal dockyards

YET AGAIN the Royal dockyards are under the microscope — indeed it seems difficult to recall a time when this was not so. Resulting from this latest in a succession of studies over the years, the views of the Government have now been made known, with commercial management the basis of the favoured way ahead for the Devonport and Rosyth yards.

Other political parties take other views, while the dockyard workforces and their trade union representatives certainly look like making their voices heard.

It is expected that following discussion, consultations — and criticisms — a final decision on the way ahead will be made this summer, with legislation maybe in train.

#### Unique standpoint

Many members of the Royal Navy will view all this from their unique standpoint as "customers" of the yards, and doubtless some have strong — and varying — views based on long personal experience of refit life behind dockyard gates.

Indeed, one interesting point which the Government makes is that the dockyards as suppliers of services to the Fleet should be "separated clearly" from their customer.

It is also stressed that under the advocated scheme, control over national strategic assets would be maintained.

#### Deep waters

Meanwhile, the sort of questions sailors will quietly turn over in their minds as they watch and listen with interest is, while good, loyal work is carried out in the yards, is the organisation the right one for the second half of the 20th century? Would it be better or cheaper another way? If so, should it be the way suggested — and would there be any penalties? And what of the prospects of workforces with lives bound up in dockyard life?

These are deep waters and, now that the Government's thoughts are known, the pondering will no doubt be equally deep over what could eventually emerge as the most fundamental change of management in the centuries — old story of the Royal dockyards.

Sailors will await the outcome with much interest.

# WHY THE NAVY NEEDS SSAFA

A CENTURY ago the Royal Navy "knew of no such useless appendage or encumbrance as a sailor's wife," but that oft-quoted admiral's remark came at a time of new hope for the families of all members of the Armed Forces.

Just a year later another senior officer, Admiral Sir Astley Cooper-Key, was appealing publicly for support "to influence the Admiralty to look with some more favourable eye on the married sailor."

In view of conditions prevailing at the time the change of heart was dramatic and was brought about through the beginnings of what is now the Soldiers', Sailors' and Airmen's Families Association.

The finances of Service wives and children today would have been wealth undreamed-of in those far-off times, but the SSAFA centenary year is a reminder that the organisation is still very much needed.

While the Falklands campaign is still so fresh in the memory, the SSAFA history also covers the Boer War, two world wars and scores of other battles on foreign fields, when the organisation was the vital link with the families back home.

In 1885, only a senior army NCO would be likely to get his commanding officer's permission to marry, and only the "permitted" wives were allowed to live with their husbands.

#### Families

Sailors' wives were not recognised at all, with no provision whatsoever from the State.

When the Second Expeditionary Force set sail for Egypt in February 1885, one Major James Gildea, Royal Warwickshire Regiment, wrote a forceful letter to The Times appealing for funds and volunteers to look after the unfortunate families left behind.

Four weeks later, a committee of ten ladies had been formed, and a Council followed, with Princess Alexandra taking an active personal interest.

Among places in which committees were formed were Devonport, Portsmouth and Chatham.

Just how swiftly the organisation developed was illustrated by the tragic loss of HMS *Serpent* off the coast of Spain on November 10 1890.

In less than 24 hours almost every relative of the men lost had been visited, and immediate relief given to them. A local fund was launched, providing pensions and gratuities for 66 widows, 74 orphans, and 71 dependant relatives.

In those days, such a response must have seemed nothing short of miraculous to the bereaved.

The great test for what was then the Soldiers' come with the start of the Boer War in 1899,

and Sailors' Families Association was soon to when thousands of families were at once thrown on its resources.

In the three years and three months of the fighting, 12,000 voluntary workers gave their time and labour to carry out the enormous task.

#### Broadside

By the end of it all, 206,438 widows and dependants, with 235,877 children, had been given financial help. Then SSAFA fired a broadside at the Government with a call for prompt action to make the care of widows and orphans of soldiers and sailors a national charge and not a matter for charity.

The nation was beginning to learn that security was no longer available on the cheap.

Today in the Royal Navy there is great reliance on what is now SSAFA because of the

dedicated and valuable work of volunteers throughout the country.

It is easy to understand why. Although many RN families live in the areas around the naval ports, 50 per cent of the marrieds live in their own homes scattered throughout the United Kingdom.

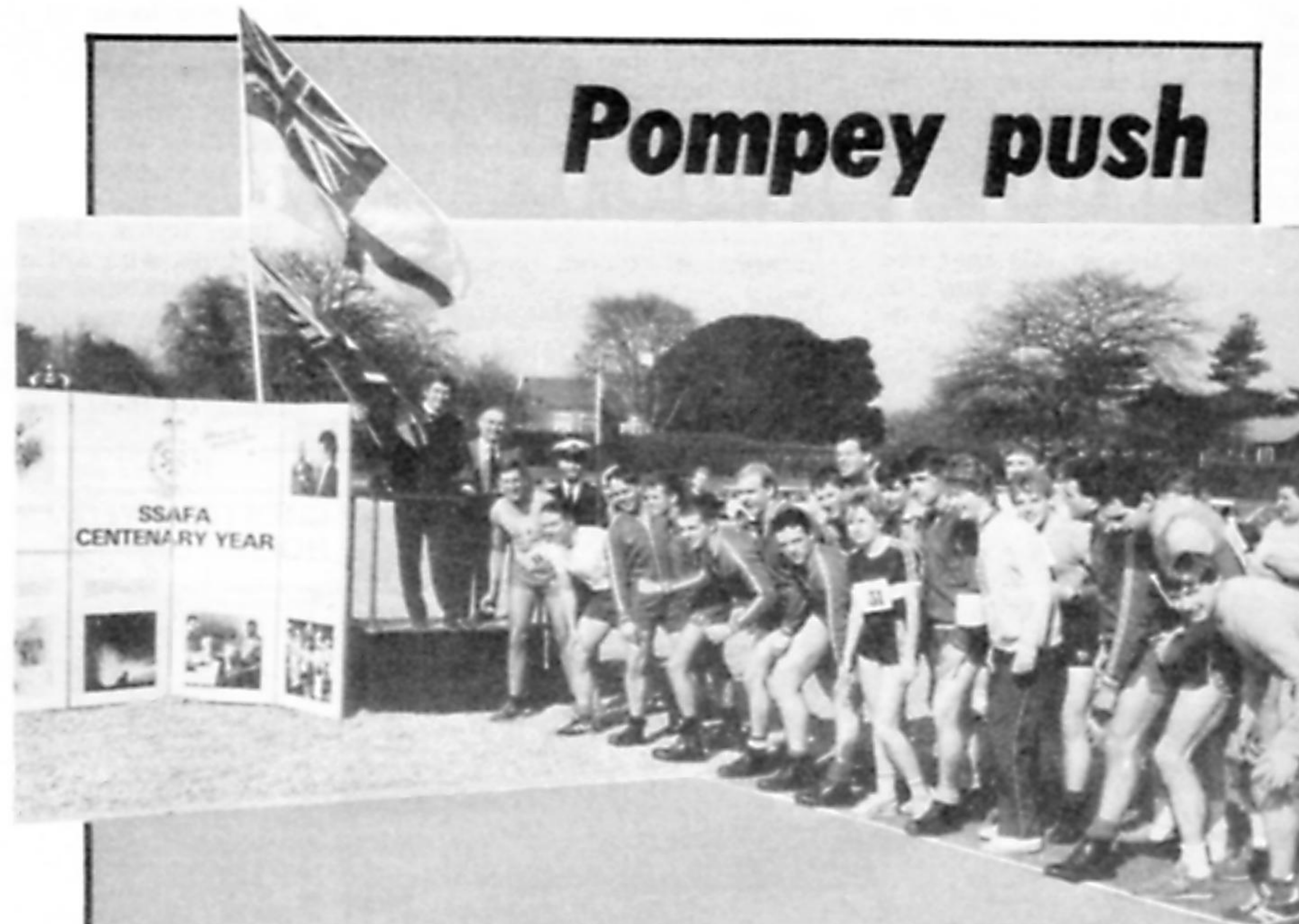
Single men and women also have parents living all over the country. There is also much work for retired people.

When crises arise — and they do — the Navy depends on prompt and effective assessment and reports from SSAFA volunteers, so that its own support services centred in the main port areas can mobilise assistance.

Last year alone, more than 400 naval cases were dealt with by SSAFA.

It is fitting that in this centenary year one of the association's new vice-presidents should be Admiral of the Fleet Sir Henry Leach.

## Pompey push



ALAN BALL, manager of Portsmouth Football Club, waves the flag to start a sponsored run at HMS Excellent in aid of SSAFA's Centenary Year Appeal.

The Whale Island course measured just over a mile and 167 runners from all naval establish-

ments in the Portsmouth area covered a total of 770 miles, raising more than £500.

Also in attendance were Mr F. Wilkins, SSAFA area organiser, and Lieut.-Cdr. Bill Rothwell, HMS Excellent sports officer.



# ARROW HOMES IN FROM WINDIES

HMS ARROW sailed home to Devonport on April 11 after 3½ months on duty in the Caribbean as West Indies guardship. While Britain was shivering through January and February, the ship's company of the Arrow were basking in the sunshine of St Vincent, Antigua and Grand Cayman.

As reported last month, the frigate also visited Galveston, Texas, for a ten-day maintenance period during which wives and girlfriends flew out to enjoy the Southern hospitality.

The Arrow spent five days off Belize on various exercises, including a gunnery session over the Seven Hills range in the south of the country. The ship's internal security platoon was landed for three days of jungle training under the supervision of the 2nd Bn Grenadier Guards.

Valuable experience was gained by the ship's company during a five-day US Navy exercise to prepare the USS Nimitz carrier battle group for its deployment to the Mediterranean.

At one stage the Arrow was in continuous sonar contact with a submarine for nearly 11 hours.

While she was away, her ship's company raised more than £500 for their chosen charities in Sunderland.

Money-raising events included sponsored slims, a garden fete, and raffles.



## DOVEY JOINS CLYDE RNR

HMS DOVEY, third of the new River-class fleet minesweepers built specifically for the Royal Naval Reserve, was handed over to HMS Graham, Clyde division of the RNR on March 6, and commissioned at the King George V Dock, Glasgow, on March 30.

Mrs. Katie Drummond, wife of Lieut.-Cdr. Peter Drummond, RN Staff Officer in HMS Graham, cut the commissioning cake with the help of the youngest rating, JS Andrew Reynolds.

The Dovey (pictured left) was built by Richards (Shipbuilders) Ltd. of Lowestoft and named after the river Dovey in Wales. Ships of the class displace 890 tons, measure 156ft. in length, have a speed of 15 knots, and are designed to sweep mines at much greater depths than previously capable by the Royal Navy.

## Exeter DSM

THE DSM and citation awarded to LS Alfred Ball for service in HMS Exeter during the battle of the River Plate in 1939 has been presented to the current HMS Exeter. The presentation was made by his son, Mr. D. R. Ball, at a reunion of 112 Old Exeters at BRNC Dartmouth.



## Dolphin barge in harbour rescue drama

HMS DOLPHIN'S barge was involved in a bit of drama when Officer of the Day Lieut. John Buchanan noticed a rowing boat had capsized in Haslar Creek. Lieut. Buchanan was awaiting the arrival of the Captain of Dolphin, Capt. Mike Everett, in the barge at the time.

The barge was speedily diverted and five very cold Portsmouth Polytechnic students, all members of Southsea Rowing Club, were rescued from the icy water, dried off, warmed up and taken home.

Pictured with the boat, which they also recovered with all its oars are (from left to right) Lieut. Buchanan, FCPO Martin Hedington (Boats Officer), LMEM Barry Brothers and LS Richard Carr (crew of the captain's barge). Also in the crew is AB John Wood.

Picture: LA(Phot) Rick Toyer.

## Marine Society awards

THERE is a total of £1,000 to be won in the 1985 Marine Society Competitions, which include categories such as short stories, articles, anecdotes, poetry, painting and drawing, cartoons, handicraft, photography and essays.

Awards also include £250 to the seafarer who makes out the best case for attending a short residential course of his own choosing; £100 to the seafarer judged to make best use of his leisure time; and £100 for nautical studies of any kind.

Royal Navy and Merchant Navy personnel, may enter. Details from Marine Society, 202 Lambeth Road, London, SE1 7JW.

## Odin's refit ends

TO MARK the rededication of HM submarine Odin on June 29, a water colour of the first submarine Odin has been presented to the commanding officer of the modern boat, Lieut.-Cdr. Malcolm Avery.

The painting, by Lieut.-Cdr. Tim Holt, was handed over by Lieut.-Cdr. John Hicks, Senior Officer Submarine Refit Group Rosyth, and will hang in the Odin's wardroom. The submarine has been in refit at Rosyth.

Her predecessor was launched in 1928 and sunk in the Gulf of Taranto in 1940.

## Guernsey joins celebrations

HMS GUERNSEY is visiting her adopted island this month to take part in celebrations to mark the 40th anniversary of the liberation of the Channel Islands.

The ship's recent programme has included a four-week base maintenance period following a particularly busy spell of patrol activity in the first three months of the year.

Patrol included stints off the Shetlands, in the Irish Sea, the South Western Approaches and the North Sea. Ship visits were made to Barrow and Holyhead.

### TWO ARRESTS

During January and February the Guernsey boarded 32 fishing vessels and made two arrests. Serials conducted on patrol included several gunnery shoots.

After her maintenance period, the ship returned to Fishery Protection Squadron duties before her celebration visit to the Channel Islands.

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# VERSATILE CARRIER RINGS THE CHANGES ON HER SPRING



Spray rises as a Sea Harrier lands on HMS Invincible to complete an unusual picture — all five of the carrier's Sea Harriers together on the flight deck.

LA(Phot) Stuart Antrobus



Sea-king the sun... a helicopter from HMS Invincible silhouetted against a flame-red Norwegian sunset, imparting a warm glow to Cold Winter.

LA(Phot) Stuart

# DASHING INVINCIBLE



Break for a picture halfway through the turbine change.

## ALL CHANGE!

A MAJOR feat was achieved by the engineering staff of HMS Invincible when, for the first time at sea by any ship, they changed both an Olympus gas turbine engine and its associated power turbine.

Engines alone have been changed at sea in the past, but never the two components together.

It took 40 of the ship's engineers 14 days to complete the task, during which they worked in shifts round the clock.

One of the carrier's four engines failed in February and the associated power turbine was also affected. A new engine was

already on board, and the turbine was delivered to the ship during a visit to Hamburg in early March.

During part of the operation the Invincible was involved in Exercise Cold Winter. Two civilian engineers from Portsmouth Naval Base flew to the ship to give advice.

### HIGH-SPEED

Successful high-speed trials were carried out during the passage to Plymouth from Norway at the end of March.

Cause of the engine and turbine failure was not known, and both were being returned to RNAY Fleetlands for examination.

WINTER turned to spring, then spring turned back to winter for HMS Invincible during a two-and-a-half month deployment which fully demonstrated the flexibility of this new generation of aircraft carrier, particularly in the "Quick Dash" role.

In the early weeks of the spring deployment, the Invincible had been forced into a change of plan by thick pack ice in the Baltic approaches. Later, off Portland, she disappeared in dense fog to emerge, nearly three days on and precisely on schedule, in the centre of Hamburg.

It was in the German port that she experienced a few days of the kind of weather expected of a spring deployment. But her next role was to change all that as she plunged deep into Exercise Cold Winter.

This NATO amphibious, maritime, land and air exercise involved forces from the UK, Netherlands and Norway in the North Sea, Norwegian Sea and coastal areas of Norway.

### Assault

The Invincible's task was to embark 450 Royal Marines of 42 Commando, transport them to the north of Norway, and land them in a helicopter-borne assault. Then she was to provide air support to the land forces and air and anti-submarine defence to the maritime forces in the amphibious operations area.

The carrier operated in company with HM ships Fearless, Glamorgan, Newcastle, Jupiter and Yarmouth, RFA's Olwen, Fort Grange, Sir Bedivere and Sir Caradoc, five ships taken up from trade, and submarines and surface ships of the Norwegian Navy.

Despite the proximity of the Soviet border, no sign was seen of the Soviet Fleet, although the exercise area was frequently overflown by Coot and Badger aircraft.

After a week of operating in the beautiful Norwegian fjords, 300 miles north of the Arctic Circle, and witnessing — for many for the first

## Big ship's key role



Well-equipped for their Arctic role, Royal Marines Commandos are on deck ready for an airborne assault.

time — the spectacular Northern Lights, the Invincible re-embarked the Commandos and their aircraft and returned to the UK.

Unlike her predecessors, HM ships Hermes, Bulwark and Albion, the Invincible does not have spare accommodation readily available for an

embarked force. Many on camp beds in ship and, although 150 of their dormitory to the "to share all three with To their credit, the



Hamburg — and "The Fleet's all lit up!" Left to right, HM ships Cleopatra, Yarmouth, Invincible and Newcastle.

LA(Phot) H. Armitwala



# NG DEPLOYMENT



"Royal Airways" ... 2 Commando Brigade Air Squadron line the Invincible flight deck.  
PO(Phot) Stewart Kent



HMS Invincible turns at speed in a Norwegian fjord during Exercise Cold Winter.  
PO(Phot) Stewart Kent

# INVINCIBLE

## le in 'cold war'

complaint — a roof over their heads, hot water and good food were considered adequate compensations.

Early in the deployment, the Invincible had enjoyed an unexpected visit to Amsterdam, a hasty change of venue since thick pack ice in the approaches to the Baltic had caused the cancellation of the scheduled call on Copenhagen.

The first major exercise of the spring was anti-submarine training in the South West Approaches in the company of the frigates HM ships Cleopatra, Phoebe and Lowestoft and supported by the RFAs Olwen and Fort Grange.

### Successful

In a sustained period of "ripple" flying, 820 Naval Air Squadron were augmented by four aircraft from 814 Squadron. Departing from recent practice, 801 Squadron remained embarked and almost record levels of Sea Harrier operations were successfully integrated into the helicopter flying programme.

Later, during the visit to Hamburg, visits to Berlin, skiing in the Harz Mountains and the sporting and recreational facilities of Germany's largest city provided the break which the ship's company needed before embarking on Exercise Cold Winter.

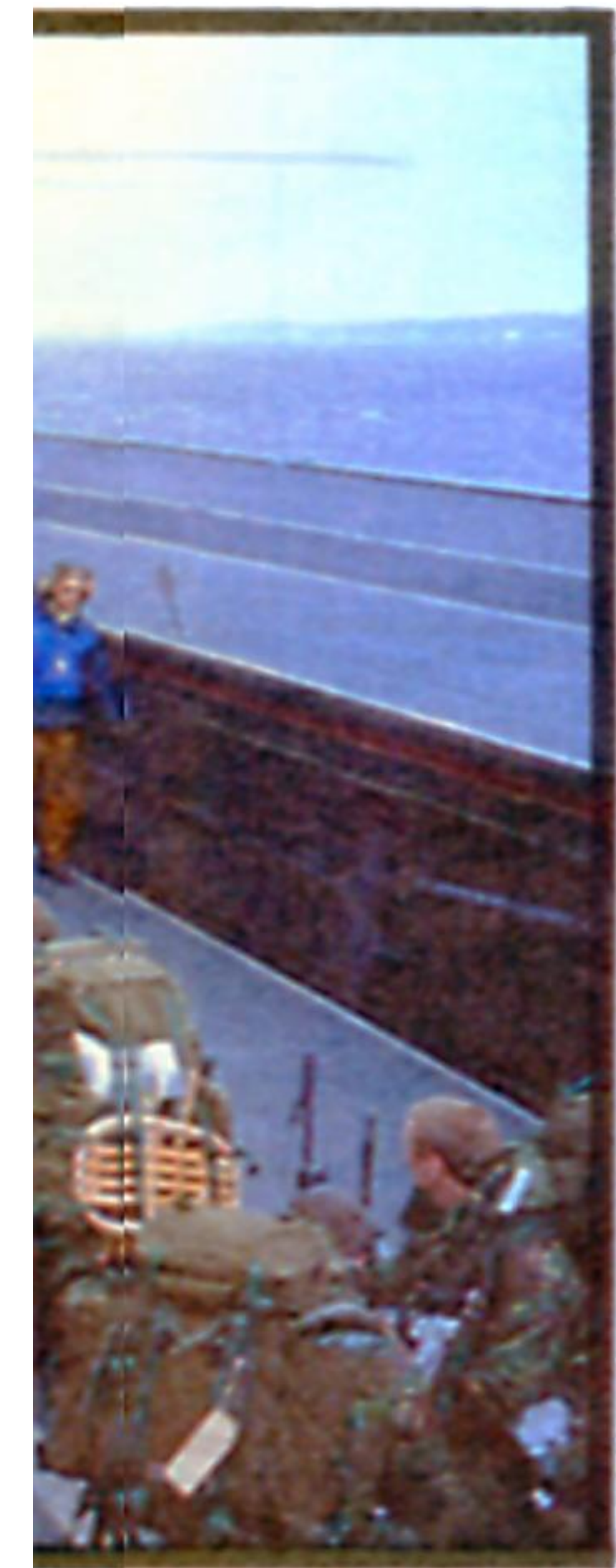
During the return passage to the UK in late March after that exercise the Invincible had 29 aircraft embarked — seven ASW Sea King Mk 5s, five Sea Harriers, six Gazelles, six Lynx, two Wessex 5s and three Sea King 4s — turning her hangar into a replica of Portsmouth's Tricorn car park!

Cold Winter proved, once again, the value of the ASW aircraft carrier in the "Quick Dash" role.



Left, HM ships Invincible and Fearless refuel from RFA Olwen during Exercise Cold Winter.  
PO(Phot) Stewart Kent

Below, standing room only in HMS Invincible's hangar. At one point the carrier had 29 aircraft embarked.  
LA(Phot) Stuart Antrobus



lifted to the flight  
LA(Phot) Stuart Antrobus  
of the Commandos slept  
s company mess decks  
am had an elevator from  
creation deck," they had  
he aircraft!  
e was not a word of



Bird on the wing ... A Sea Harrier from 801 Squadron shadows a Russian Coot electronic spy plane.





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# A NEW BRANCH DOWN UNDER

FROM Down Under we have received news of the commissioning of **New South Wales** branch, performed by Capt Brian W. Turner RN, Senior Naval Officer Australia, and of the British Defence Liaison Staff.

At the ceremony, attended by representatives of ex-service associations, Capt Tim Duschene accepted the office of president and the Rev. Roger Bush that of branch chaplain.

The following shipmates were elected to office: Jim McGurgan (chairman), Mike Bird (vice-chairman), Beryl Jackson (secretary), and Jim Seager, Dennis Emerton and Joan Evans (committee).

## SUPPORT

In recognition of their support, Capt Turner was made an honorary member and his wife, Fiona, an associate member.

Shipmate Tom Walker, popular member of Wythenshawe, was given a great send-off by shipmates before joining his family in Auckland, New Zealand. Tom had been a member of the branch for 30 years, serving in turn as secretary and treasurer and as organiser of concerts and indoor games.

In recognition of his service he was presented with a cheque by the branch. Among the other gifts given to him were a quartz watch from "B Team," a silver tankard from Macclesfield branch, and life membership from Huddersfield Dunkirk Veterans.

## BON VOYAGE

His many friends in Sunderland and in Battersea wish him good luck and bon voyage.

Norton Fitzwarren commissioned at a ceremony at Norton Manor Camp — home of 40 Commando Royal Marines, attended by representatives of Bodmin, Portland, Taunton, Bridgwater, Wells and other branches. Members meet at Norton Manor Camp on the

first Friday and third Wednesday at 2000. Newcomers are welcome.

The following shipmates were elected officers at the annual meeting of **Derby**: J. T. Smith (chairman), N. Davies (secretary), P. Gresham (treasurer), and D. Taylor, E. Goodwin, E. Jones, A. Gregory and W. Hughes (committee).

The death of Shipmate Stripey Burrell, of **Willesden** branch, was a sad blow to his many friends, particularly the patients of the Royal Star and Garter Home at Richmond, whom he has cared for over the past 50 years.

Stripey was awarded the British Empire Medal in the New Year's Honours for his services to charity.

## BRANCH NEWS

Helped by his wife, Ethel, he made an enormous contribution to the welfare of patients at the Star and Garter Home, raising money for them, visiting the home constantly, and arranging weekend breaks for the patients.

His fellow shipmates send their sympathy to Ethel.

Shipmates of **Cannock Chase** were hosts to the staff of Birmingham and District Careers Office for an evening's entertainment at the Pied Piper Inn. The visitors played the locals at pool and the ladies took part in a marathon game of darts. A well-supported raffle will help a naval charity, and altogether it was a very happy and successful social evening.

At **Telford's** annual meeting, Shipmate Colin Brookes, foun-

der member and branch chairman, was honoured for his outstanding service by being made a life member. Shipmate George Francis, co-founder and secretary, received the honour some time ago.

Shipmates of **Bristol** are certain there are many ex-naval personnel in the area unaware of the comradeship to be gained by joining their branch. They invite them to visit HMS Flying Fox in Winterstoke Road, Ashton, Bristol, on the second and last Friday of the month at 1930 for a warm welcome.

**Bolton** branch, boasting 30 members, welcomes new recruits to join them on the first Tuesday of the month at the Queen Elizabeth Hotel, Fletcher Street, Bolton, at 2000. The invitation is also extended to personnel on leave, or visiting the area, especially members of the ship's company of HMS Beaver.

**Beer** branch, formed 25 years ago, had cause to celebrate at their annual dinner at the Dolphin Hotel. Guest of honour was Rear-Admiral H. L. O. Thompson and Cdr. Richard Rolls, branch president, welcomed guests from Bridport, Bridgwater, Portland and Lyme Bay.

At **Yeovil's** annual meeting attended by 70 shipmates, the outgoing committee were re-elected en bloc. Shipmate Doug

## It's for yew, HMS Cornwall

When HMS Cornwall, a Type 22 frigate at present building at Yarrows, Glasgow, is commissioned in 1987, her proudest possessions will include three boards and gavels made from the wood of a Cornish yew tree.

They will be gifts of Bodmin, Delabole, Falmouth, Truro, Helston and St Austell branches. The idea was inspired by Vice-Admiral Sir James Jungius, a member of Bodmin branch.

One of the gavels, complete with brass engraving by Shipmate Dick Thomas of Delabole branch, is seen here displayed by Shipmate Jack Mason, the Bodmin secretary.

Picture: C. & S. Clemens, Bodmin.



Farge (chairman), thanked members for their support, £60 was donated to Cancer Research in memory of Shipmate Cyril (Ginge) Topliss, the late vice-chairman.

Yeovil donated £574 to local charities during 1984.

**Salisbury**, famous for its beautiful cathedral, boasts an RNA branch, commissioned on April 13. A welcome is extended to serving and ex-serving personnel in the area if they contact Shipmate J. Foster, 22 Westwood Road, Salisbury, Wilt.

At **Bridgend's** annual meeting, the following shipmates were elected: C. Parrish (president), H. W. Miller (vice-president), R. G. Dodson (chairman), E. Harris (vice-chairman), L. T. Lewis (secretary), and D. J. Williams (treasurer).

## HMS CARDIFF

Members of **Romford and Hornchurch** on a visit to HMS Cardiff at Portsmouth presented a photograph of the HMS Cardiff 1923 football team to the ship. The former branch president, shipmate Charlie Cartright, was a member of the team. The branch has also been invited to visit HMS Mercury.

Shipmates of **Cardiff** entertained the commanding officer and members of the ship's company of HMS Cardiff when the ship visited its adopted city. The CPOs' Mess, in return, invited members of the Cardiff branch onboard for a return of hospitality.

At the branch annual meeting the following shipmates were returned: Lofty Cobbold (chairman and welfare), Les Courtney (treasurer), Toni Smith (secretary) and Mike Sullivan (PRO).

At a social organised by **Dereham** branch, life membership was presented to Shipmate Needle by the president, Cdr. A. Fearn. Shipmate Needle served as welfare officer at Dereham for 25 years, and is the branch delegate to No 5 Area.

## Scarborough plans big welcome

SCARBOROUGH Spa Centre, offering excellent facilities and close to the sea, promises well for the 1985 Royal Naval Association conference on June 15. With five of the 15 motions on the agenda concerned with cost and location of future conferences, some lively debate is in prospect.

Edgware and Mill Hill will be proposing that in view of the Association's financial position the conference be staged every two years, instead of annually as at present.

Fleet Street branch "views with some trepidation" the decision to hold the 1986 conference in Belfast, and will be urging delegates to consider an

alternative venue. Also on the subject of venues, Welwyn Garden City will be proposing that every third conference should alternate between Portsmouth and Plymouth.

Aldenhams and District's motion will ask the RNA to lobby the Government to have those who served in operational war areas from 1939 to 1945 made eligible for the national retirement pension at 60.

While the outcome of these and other motions concerned with rules, standards and finance must remain in doubt until they are debated, delegates, observers and visitors are left in no doubt that their visit to Scarborough will be a happy one.

## WELCOME

The town council are welcoming visitors by providing free tickets for a buffet dance in the splendid Ocean Room of the Spa Centre or, for those reluctant to take to the floor, tickets for a theatre.

Those who want to take advantage of this generous offer should contact Shipmate Philip MacKenzie of Scarborough branch who is tasked with organising social activities at the conference.

## Harry's honour

AT A celebration dance to mark the 80th birthday of Shipmate Harry Attwood, president of **Cheltenham**, he was called on to present a ship's clock and barometer to Shipmate George Davidge, who was retiring after 20 years as branch secretary.

He is succeeded by Shipmate R. A. Wheatley.

**Harrogate** have elected Shipmate Eddie Smith as secretary and successor to the worthy Shipmate Jim Wilcock, who is now branch president.

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## OBITUARY

Shipmate R. Heighton, Portsmouth, February 27.

Shipmate F. A. (Jim) Cooke, Ipswich, March 4, aged 67.

Shipmate T. S. Bartlett, Sherborne, January 25, aged 85.

Shipmate W. Hunsley, Sherborne, February 28, aged 63.

Shipmate Arthur Brown, Poole and Coastal Forces Assn, February 26.

Shipmate Tommy Bloor, vice president, Stoke-on-Trent, aged 96.

Shipmate Alwin (Taffy) Price, Portsmouth, life member, March 19.

Shipmate George King, Hereford City, February 6, aged 84.

Shipmate ex-CPOwen Dorrie Parkinson, Hereford City, January 26.

Shipmate C. Logan, Swansea, aged 63.

Shipmate David (Dave) Williams, Deeside, March 7, aged 68.

Shipmate William (Strippy) Burrell, Willesden, March 15, aged 80.

Shipmate Harold Robinson, Basingstoke, March 29, aged 88.

Shipmate Douglas Rose, Wolverhampton, February 8.

Shipmate Lewis Done, life member, Bloxwich, March 14.

Shipmate Harry Betts, founder member and former chairman, Nidderdale, April 6, aged 63.

Shipmate Harry Yates, Deal and Walmer, February 17, aged 79.

Shipmate (Skipper) Bob R. S. Walker, Bridport, aged 75.

Shipmate F. C. Waters, Bridport, former standard bearer, aged 85.

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## AT YOUR LEISURE

# Gieve waistcoat proved a TAILOR-MADE FOR HISTORY

A HANDSOME fellow with the unlikely name of Melchisedek Meredith, claiming to be descended from a family of princes, was a familiar figure at Portsmouth 200 years ago.

He was the founder of a tailoring business which later became Gieves, now celebrating the second century of its existence.

To mark the anniversary the firm, now Gieves and Hawkes, has produced an illustrated book, *Gieves and Hawkes 1785-1985: The Story of a Tradition*, by David W. Gieve (price £6.50 paperback).

The author tells of the company's special place in history,

starting with the outfitting of Nelson and Wellington during the Napoleonic wars.

Who else could produce a record book with the measurements of Admiral Bligh of the *Bounty*? The firm's boast was to provide everything the naval officer could want.

Pinnacle of this achievement must have been between the wars, when a cruiser arrived at Portsmouth one Saturday morning to pay off.

Someone had blundered, and there was no money to pay the

crew, but the paymaster commander went to Gieves and got a £27,000 loan on his personal account. Lloyds Bank cashed the cheque, and the Admiralty duly repaid the money on the Monday morning.

Gieves were proud of their famed life-saving waistcoat (pictured right), and more than 700 testimonials were received from grateful survivors, including Commander Robert Danreuther, one of only six survivors from the sinking of HMS *Invincible* at Jutland.

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# Heroine of Falklands unnamed

IN THE Falklands naval drama of the First World War, one heroine was a mother-to-be who endured an agonising journey to warn a British squadron — and it cost her her life.

She receives only a passing mention in a personalised story of *The Sailor's War 1914-18*.

After the Scharnhorst and Gneisenau had annihilated Rear-Admiral Sir Christopher Cradock's two old cruisers, the *Good Hope* and the *Monmouth* in November 1914, Vice-Admiral Count Von Spee planned to destroy the Port Stanley wireless station before making for home, but the Royal Navy sent two battle cruisers and support ships, and they got there 21 hours ahead.

### TRAPPED

They were in harbour coaling when the enemy appeared on the horizon. Though Von Spee did not know what was waiting for him, the British ships might have been trapped — but for a warning.

A lighthouse keeper, the first to sight the German vessels, sent his wife on horseback to Port Stanley to give the alarm.

She was heavily pregnant, and died as a result of the emergency ride.

But the British force commander, Admiral Sir Doveton Sturdee, was able to get his ships to sea, and Coronel was avenged.

The omission is not a criticism of the book, written by Peter H. Liddle, and published by Blandford Press (price £12.95). But amid all the human aspects of

war told in the book, minds keep returning to that poor woman, with the feeling that somewhere in a place of honour there should be a picture of her, with a citation.

The book has come from the pen of a dedicated historian, who is the custodian of an immense collection of 1914-18 personal documentation at Sunderland Polytechnic.

Against the framework of the history of the First World War at sea, he has dipped into this treasure store of letters to enable the reader to see the actions through the eyes of people usually taking no more part than obedience to orders.

### WAISTCOAT

It is grim reading, but not without some lighter moments, such as that told by Midshipman Rupert Westall who, when the battleship HMS *Goliath* was torpedoed in the Dardanelles campaign, went below for his Gieves safety waistcoat, returning to deck as the vessel went under.

Thanks to Gieves he bobbed up again and was saved. See illustration above.

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## Channel Islands and the Nazis

IN THE Channel Islands the end of the Second World War 40 years ago this month was greeted with a sense of relief probably greater than in any other part of Britain.

For five years the islands had been the only British soil held by Nazi Germany, and the experience has left a lasting impression on the islanders.

Now, at the safe distance of four decades, those dark times are remembered in a positive way. The German Occupation Museum on Guernsey attracts tens of thousands of tourists a year and this month was planning to open a purpose-built extension to house yet more exhibits.

This news is found in the *Channel Islands Occupation Society Annual Review*, an annual booklet which also contains articles, photographs and recollections. The Society also produces special editions — such as that devoted to the *German M-class Minesweepers* which operated in the area. The publications can be obtained by writing to E. A. Thomas, Vice-President, CIOG Guernsey Branch, 110 Clos du Belvedere, Fort George, Guernsey, Channel Islands, telephone (0481) 21143.

## The final moments

LIBERATION of the Channel Islanders came only when Germany had been reduced to rubble. In *45 — The Final Drive From the Rhine to the Baltic* the last months of war on the western front are described by Charles Whiting in his own words and in those of others like him fought Hitler.

Illustrated by some of the best photographs of the time, the sense of victory which grows through the text is tempered by flat, factual accounts of how soldiers on both sides, and civilians who had lived through six years of conflict, died within days or hours of salvation.

The large-format volume is published by Century Publishing (price £7.95 softback, £12.95 in hard cover).

# Hollywood vintage

POURING old wine into new bottles is a long-established Hollywood tradition.

*Falling in Love* manages the trick by taking the plot of an old-fashioned romantic comedy — the sort that Bob Hope and Lucille Ball might have appeared in 25 years ago — and giving the starring roles to those current dramatic heavyweights Meryl Streep and Robert De Niro.

The result is an entertaining mixture in which the players have clearly relished the relaxing drop in the intensity level. Audiences will doubtless feel the same.

There is no casting against type in *Lassiter*, which has Tom "Magnum" Selleck doing his thing — biffing the bad guys and devastating the ladies. This one is set in pre-Second World War London.

Selleck is a gentleman thief blackmailed by the

police into burglarising the German embassy to pinch some Nazi loot. His chief adversary is a marvellously decadent Lauren Hutton.

*Ghost Busters* is one of



those films which gives hope to producers everywhere — an average-budget movie that catches on with the public and turns everyone connected with it into overnight billionaires.

The fourth Royal Naval Film Corporation 16mm release to the Fleet, this month is David Puttnam's production *The Killing Fields*.

Effectively, the film is in two parts, the first dealing with the experiences of Western correspondents covering the civil war in Cambodia, and the second showing what happened to the country when the murderous Khmer Rouge regime took over. It is powerful stuff.

Video continued to turn up interesting movies which missed theatrical distribution over here. *The Man with Two Brains* stars Steve Martin, a comedian who never seems to have really caught on this side of the Atlantic. This one — arguably his funniest and certainly his rudest — should win him some converts.

*Of Unknown Origin*, despite the title and lurid cover, is neither a creature feature nor a splatter movie, but a salutary tale concerning an exercise in pest control. Nothing gruesome about it, but viewers will need strong nerves!

## IN BRIEF

SUCH is the interest in a wartime US Naval Intelligence manual on landing craft that Arms and Armour Press have found it worthwhile to reprint the volume en bloc.

The 350 photographs in *Allied Landing Craft of World War Two* (price £11.95) still make it the best single reference guide available on the subject, say the publishers.

One class of American landing vessels bears a striking resemblance to HM ships *Fearless* and *Intrepid*, illustrating the point that in 40 years not a great deal has changed in the tricky matter of getting an invading force ashore.

The fact that a bucket of sea water can contain several hundred thousand tiny plants and thousands of animals seems as good a reason as any why people who sail the oceans should get to know more about life beneath the keel.

*The Seafarer's Guide to Marine Life*, by Paul V. Horsman, published by Croom Helm (price £12.95) is a storehouse of information — rather offputting at first amid the scientific language, but well worth getting into.

The ancient art of getting miniature vessels through a tiny aperture may be a mystery to some, but all the detail is in *Modelling Ships in Bottles*, by Jack Needham, published in an updated version by Patrick Stephens Ltd (price £9.95, hardback).

*An Introduction to Shipping Economics*, the latest Fairplay Publications book (price £9), is intended for readers who possess a general economic knowledge, but require to know more of the specialised problems of the shipping industry.

Accounts of the Torrey Canyon and other dramas can be found in *Strandings and Their Causes*, by Richard A. Cahill, available from Fairplay Publications (price £12). It could, with benefit, be read by everyone involved in navigation.

## Anatomy of a Type 42

POSSESSION of two Type 42 destroyers enabled the Argentines to blunt the effectiveness of the Royal Navy's Sea Dart defences during the Falklands war, asserts naval writer Leo Marriott in a new book about the Sheffield-class destroyers.

The author examines the evolution of the Type 42, the ships' service in the Royal Navy, and most aspects of the engineering, sensors and weaponry.

Each ship's service record is sketched and, in the case of HM ships *Sheffield* and *Coventry*, there are graphic descriptions of their demise.

"The fact that some (Argentine) aircraft could get through did not mean that the Type 42 itself was a failure, but it did show that the ships could only be fully effective when used as part of a team which included all necessary elements for air superiority," writes Mr Marriott.

"Type 42 — Modern Combat Ships 3" is published by Ian Allan (price £7.95).

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# Welcome to Fort Caledonia

TRUE to tradition, the final term artificer apprentices of HMS Caledonia earned the gratitude of the local community by the successful planning and completion of a special project in the neighbourhood.



Fort Caledonia rises on the prairies of Ovenstone Residential School in Fife.

For their "twelfth term project" on this occasion, the apprentices built an adventure playground with a wooden fort-like structure, a tunnel, slide and sandpit at Ovenstone Residential School, Pittenweem, Fife.

Idea of the project is to take the apprentices away from their training environment and develop their self-organising ability. Just to make it more interesting they are presented with a task two months in advance and have to produce a detailed planned work schedule, to order stores and food, and feed themselves on site.

## ARCHITECT

Although the 30 apprentices are generally in charge of events, on this occasion they had to have their plans approved by an architect and the final product checked by the local clerk of works. As usual the project team was overseen by an officer and four senior rates, taking very seriously their orders "to look but not to interfere."

The school also played its part by supplying raw materials and sleeping accommodation.

After an exhausting but rewarding week's work by the apprentices, the clerk of works was impressed by the high standard of the finished article and the speed with which it was achieved — but the real seal of approval came from the children themselves, who thought it was "smashing."

## OVERTIME

Despite the punishing work schedule and overtime working to keep to plan, the apprentices proved that time could be found to enjoy the considerable local hospitality in the evenings.

A challenge darts match was arranged and to prove what good guests they were, the Senior Service almost felt guilty about their crushing victory. However, the local ladies' team took it all in good part!



## Police award

JS Tristan Richards (above) has received an award from the Chief Constable of Dorset for apprehending a young man who had escaped from the Youth Custody Centre, Portland, last November. Tristan, who has now left HMS Raleigh to train as a radar operator in HMS Dryad, found the escapee sleeping in a boat at Weymouth Sailing Centre.



MEM Glen Herbert (left) of HMS Fearless welcomed his brother, WEM Mark Herbert, on board when their paths crossed in the Caribbean. Mark is serving in HMS Glamorgan, and was given a lift by an embarked 845 Naval Air Squadron Wessex helicopter to the Fearless. After a short passage in Fearless, Mark returned to his own ship.

Picture: LA(Phot) Paul Good



## FAMOUS NAMES

THESE three members of HMS Galatea's Supply Department were particularly busy during the ship's "Meet-the-Navy" visit to Glasgow, although it is unlikely their extra customers knew they were being fed by a trio of famous naval names. From left to right are POSTD Peter Drake, CK George Nelson, and CPOCK Peter Dolphin, pictured on passage up the Clyde.

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# Billets open to aged seafolk

THREE types of accommodation are offered by the Royal Alfred Seafarers' Society to ageing men and women who have been connected with the sea. Those who may apply include ex-Royal Navy, Royal Marines, QARNNS and WRNS personnel, both officers and ratings.

## Resolution heirloom

A cut-glass inkwell which once belonged to the First World War battleship HMS Resolution has been presented to her current namesake, the Polaris submarine.

It was handed over to the submarine by Mr. Sidney Peacock, a senior chief officer of the Nautical Training Corps.

Belvedere House, Banstead, Surrey, comprising cabins for the able-bodied and bedded wards for the less agile, at present has 13 ex-RN people among those accommodated.

Royal Alfred House at Eastbourne, near the seafront, has accommodation on three floors, served by lift, and is aimed at mobile people — but the average age is still 80.

The Royal Alfred Seafarers' Housing Association Ltd. has self-contained flats at the property Weston Acres in extensive parkland at Banstead. These are for people able to look after themselves completely.

Anyone interested in more details and information about vacancies should write to the Secretary, Royal Alfred Seafarers' Society, Woodmansterne Lane, Banstead, Surrey, SM7 3HB.

## HMS Churchill forms deep friendship

HMS CHURCHILL may well bump into her adopted namesake one day, for they both share the same element.

The nuclear-powered Fleet submarine is adopting a humpback whale called Churchill under an international scheme designed to draw attention to the continuing plight of the great whales.

## TAIL FLUKES

The non-nuclear Churchill is one of only a few named after humans and is distinguished by a prominent V-shaped notch on the right side of his tail flukes. Although whaling activities have been considerably curtailed in recent years, more than 8,400 were killed last year.

HMS Churchill is hoping that her particular whale will escape the harpoon for many years to come.

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**MORE**

# PEOPLE in the NEWS



## A pair of crackers!

LWrens Vicky Bonnett (left) and Angela Lawton of HMS Dolphin discovered a cracking good way to raise money for charity when they started selling Easter egg raffle tickets to their colleagues in the Gosport submarine base.

Their efforts raised eggsactly £126.32 for the Save the Children Fund and for WRNS charities.

## Mini bonanza

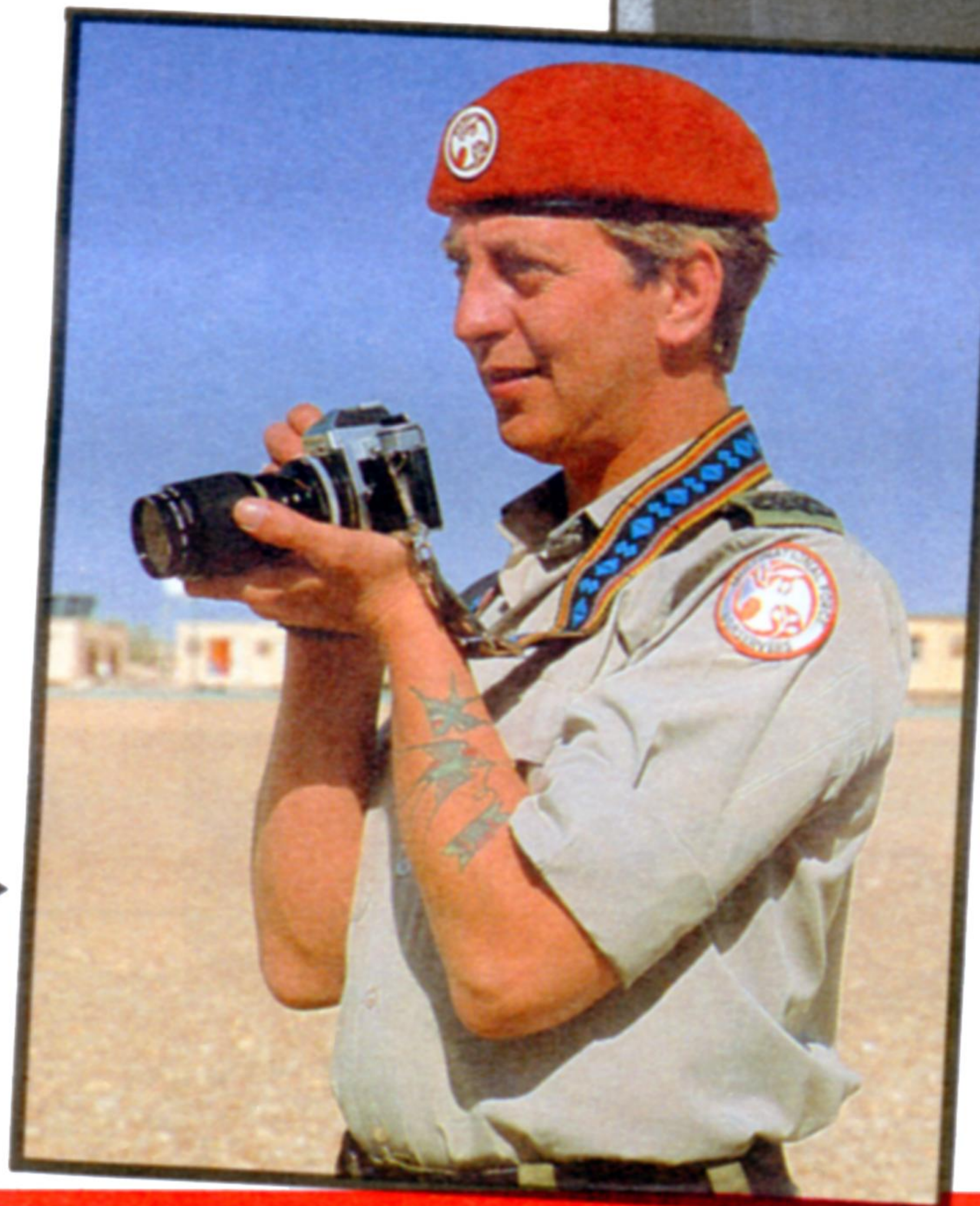
AEM(R) Daren Hardman (right), of 820 Naval Air Squadron, RN air station Culdrose, cashed in on BP's "Lucky Numbers" promotion. The registration plates on his Mini — BJT 677T — won him £1,000.



## JUST DESERTS

What a lot of desert! PO(Phot) Peter Sincock puts the view into perspective while serving with the Multinational Force in the Sinai. The only ships he has seen recently are those hump-backed, four-legged ships of the desert . . .

Picture Les Wiggs, Soldier Magazine



## The way it was . . .

Hearing about how it used to be from 97-year-old Mr Walter Avons, one of the oldest living submariners, are JS Peter Cole (left) and JS Glen Peacock. Walter, who lives in Lee-on-Solent, was a guest of HMS Dolphin, where he received a special welcome from the commander, Cdr Alastair Johnstone.

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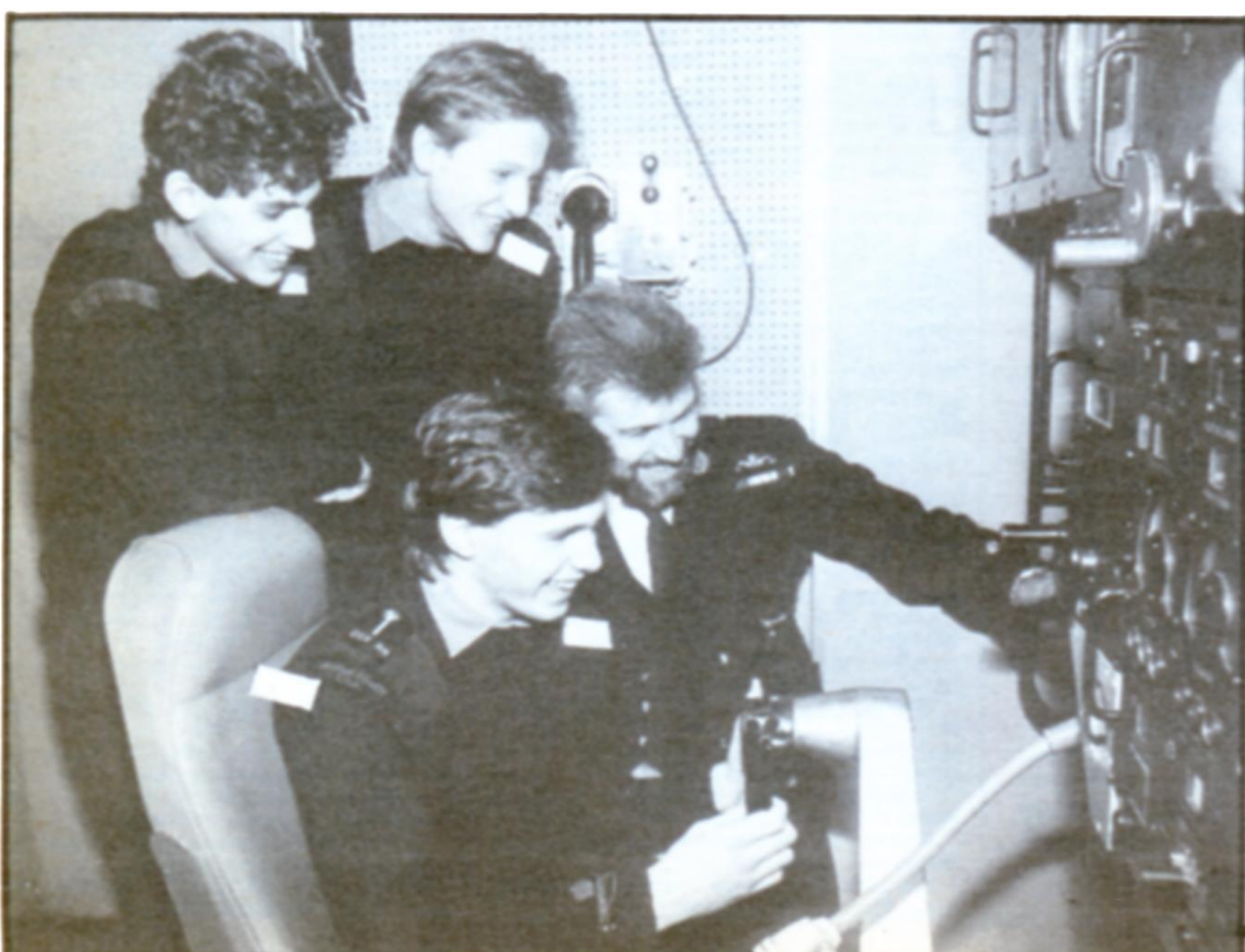
NN/5/85

## Cadets out in force at Dolphin

NAVAL cadets from King's College and Liverpool College try their hand at a one-man control simulator in HMS Dolphin with the help of CPO Coxswain Terry Tilberry during a visit to the establishment by 200 members of Combined Cadet Force units.

The cadets enjoyed interesting and action-packed days as the guests of Dolphin and of the mine countermeasures vessels HM ships Wilton, Iveston and Soberton.

On the agenda were demonstrations of the submarine escape tank, firefighting, the underwater telephone, ship-handling, and mine detection and sweeping.





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**POINTS LEADERS**

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at April 1, 1985.

Intermediate (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during March.

PO(EW)/RS(W) — Int (18.1.84), Nil; LS(EW)/LRO(W) — Int (21.3.84), 3; PO(M) — Int (3.7.84), 2; LS(M) — 122, 1; PO(R) — Int (8.8.83), 1; LS(R) — Int (22.11.83), 4; PO(S) — Int (29.3.84), Nil; LS(S) — Int (14.2.83), 7; PO(D) — Dry, 2; LS(D) — Dry, 4; PO(MW) — Int (8.12.83), 3; LS(MW) — 100, 4.

PO(SR) — Int (17.1.85), Nil; LS(SR) — Int (8.10.84), Nil; POPT — 500, Nil; RPO — 485, Nil; RS — 169, 2; LRO(G) — Int (6.12.83), 4; CY — 152, 2; LRO(T) — Int (14.6.83), 3; PO(S)(SM) — Dry, 5; LS(S)(SM) — Int (14.8.84), 6; PO(TS)(SM) — Int (4.7.84), Nil; LS(TS)(SM) — Int (27.7.83), 2; RS(SM) — 411, Nil; LRO(SM) — Int (4.12.84), Nil; PO(UW)(SM) — Dry, Nil; POMEM(M) — Int (9.3.83), 3; LMEM(M) — 130, 18; POMEM(L) — Int (14.10.83), 3; LMEM(L) — 54, 13; POWEM(O) — Dry, 4; LMEM(O) — Int (8.3.84), 3; POWEM(R) — Dry, 10; LMEM(R) — Int (17.5.84), Nil; POMEM(M)(SM) — 208, Nil; LMEM(M)(SM) — 173, 7; POMEM(L)(SM) — Int (26.6.84), 3; LMEM(L)(SM) — Int (8.8.84), 6; POWEM(O)(SM) — Dry, 2; LMEM(O)(SM) — Int (7.10.83), Nil; POWEM(R)(SM) — Dry, Nil; LMEM(R)(SM) — Int (9.7.84), Nil; POWTR — 76, Nil; 3; LWTR — Int (21.2.85), 1; POSA — 497, Nil; LSA — 257, 2; POCA — 174, 1; LCA — 407, Nil; POCK — 603, Nil; LCK — 191, 6; POSTD — 545, 1; LSTD — 277, 5; POMA — 402, Nil; LMA — 291, Nil.

POAEM(M) — 423, Nil; LAEM(M) — 387, Nil; POAEM(WL) — 234, Nil; LAEM(WL) — 330, 7; POAEM(R) — 223, 3; LAEM(R) — 173, 7; POA(AH) — 273, 1; LA(AH) — 254, 4; POA(SE) — 337, Nil; LA(SE) — Int (12.4.83), 2; POA(PHOT) — 777, Nil; POA(MET) — 919, Nil; POACMN — 212, 1; POWREN CK — 316, 1; LWREN CK — 108, Nil; POWREN DHYG — 535, Nil; POWREN DSA — Int (5.6.84), Nil; LWREN DSA — 202, Nil; POWREN(RADAR) — 406, Nil; LWREN(RADAR) — 241, 2; POWREN REG — 220, 1; POWREN RS — 135, 1; LWREN RO — 197, 1; POWREN SA — 248, 1; LWREN SA — 304, 1.

POWREN STD — 207, Nil; LWREN STD — 322, Nil; LWREN TEL — 382, 1; POWREN ETS\* — Nil; LWREN ETS — 310, Nil; POWREN WTR G — 186, Nil; LWREN WTR G — 190, 1; POWREN WTR P — 184, Nil; LWREN WTR P — 312, Nil; POWREN WTR S — Dry, Nil; POWREN AEM(M) — 203, 1; LWREN AEM(M) — 224, 2; POWREN AEM(R) — Dry, Nil; LWREN AEM(R) — 74, 1; POWREN AEM(WL) — Int (24.2.84), Nil; LWREN AEM(WL) — 69, 1; POWREN PT — 334, Nil; POWREN WA — Int (17.1.84), 1; LWREN WA — 193, 2; POWREN MET — 482, Nil; LWREN MET — 335, Nil; POWREN PHOT — 493, Nil; LWREN PHOT — 388, Nil; PORGN — Int (16.10.84), Nil; POEN(G) — 294, 1; LEN(G) — 273, 2.

\* Since the formation of the ETS branch the roster for POWREN ETS has been run in strict Basic Date order, and any merit points awarded to former LWREN ETS/As have been cancelled. This situation will remain until further notice.

The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR 1066 Chapter 22:

POWREN QA — 227, Nil; POWREN MT — 600, Nil; LWREN MT — 515, Nil; POWREN TEL — 262, 1.

**CALLING OLD SHIPMATES**

Pete Hill: Bob Blackburn, ex-PORE, wishes to contact Pete Hill (radio mechanic in HMS Finisterre) who was his best man in Bristol in June, 1960. Silver wedding celebration planned. Telephone 0272-665666.

Benbow 1941: Mr Sid Foreman, the Wyvern, Common Barn Lane, Lee-on-Solent, Hants PO13 9DS (552375), asks air apprentices of Benbow Division, HMS Daedalus, Sept 3, 1941, to contact him.

Onslaught and MTB 750: Mr K. Power, 7, Kirkstall Road, Middleton, Manchester M24 3EU (061-643-6627), wishes to hear from old shipmates of HMS Onslaught (1942-45) and MTB 750 (1947-49), Portland.

Gentian 1942-44: Mr J. Bratt, 109 Sheepwalk, Paston, Peterborough PE4 6BL wants to contact ex-AB George Strange of Odham, Hants, and ex-AB Donald Bingham, of Radford, Notts, who served in HMS Gentian.

Scylla: Mr C. Y. Bult, 48 Derwent Road, Bury St Edmunds IP32 6JL, wants to contact "Royals" who served with him in the old HMS Scylla, including Bungy Williams, Ollie Briggs and Ray Wells.

Carnation 1942: Mr J. R. (Bungy) Williams, ex-PO, 14 Elizabeth Road, Stubbington, Fareham, Hants PO14 2RZ (0329-667983), wants to get in touch with ex-CPO stoker Jimmy Green, North End, Portsmouth of HMS Carnation.

Cumberland and Ajax (1940-45): Mr Bert Savers, 8 Belle Vue Road, Wivenhoe CO7 9LE, seeks news of old shipmates of HM ships Cumberland and Ajax, especially stokers, Eric Foster of Aylesworth and Sam Drayton of Co Durham.

Capt. J. V. Wheeler MN (ret), 66 Victoria Road South, Southsea, Hants PO5 2BN (Tel. 827370), wants to contact former members of the Royal Naval Patrol Service to form a Portsmouth section of the RNPSA.

HM submarine Trump: Mr. T. G. Stanbridge, Lot 10, Hill's Road, Riley's Hill, via Woodburn 2472, New South Wales, Australia, wants to contact Cdr. Mike Henery, commanding officer of the submarine 1959-60.

HMS Stork: Mr. F. P. C. (Smudge) Smith, 25 Wilcott Close, Gosport, Hants PO12 3SB (Tel. 527140), asks if anyone knows where the Naafi assistant named Johnny, who served in the Stork during the Second World War can be contacted. He is believed to live in Gosport.

HM ships Eskimo and Phoebe: Mr. A. E. W. Moore, 11 Callian Grove, South Oxendon, Essex (Tel. S. Oxendon 6005), wants to hear from old shipmates of the Signal and W/T branches.

Mr. J. C. Brown, ex-CERA, 60 Trueman Avenue, Heckmondwike, W. Yorks WF16 9JX (Tel. 0924-404267), who joined the navy in 1925 as a Tiffy and served as boilermaker, diver, motorcyclist and, from 1949 to 1973 with boom defence and PAS at Sheerness and Rosyth, wants to contact old shipmates.

Torbay: Mr J. J. Maye, 2 Beaufort Road, Bedhampton, Hants PO9 3HU, a leading telegraphist in the wartime HMS Torbay, wants to contact other crew members.

Cook: Mr F. J. Bates, ex-POTS, 10 Linkety Lane West, Hartley Vale, Plymouth PLE 5RX wants to hear from old shipmates of the survey ship HMS Cook, Pacific, 1957-58.

**PEN-PALS**

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Margaret (21), single, 5ft. 3in., blonde hair, green eyes, Mount Pearl, Newfoundland.

June (33), divorced, 5ft. 5in., fair hair, blue eyes, Nottingham.

May (64), widow, 5ft., dark hair, brown eyes, Nottingham.

Jane (22), single, 5ft. 1in., blonde hair, green eyes, Didcot, Oxon.

Valerie (37), divorced, 5ft. 8in., fair hair, brown eyes, Paignton, Devon.

Jane (55), widow, 5ft. 4in., brown hair, brown eyes, Clydach Vale, Rhondda.

Mandy (23), single, 5ft. 3in., brown hair, brown eyes, Portsmouth.

Sarah (18), single, 5ft. 8in., brown hair, Warwick.

Yvonne (16), 5ft. 9in., brown hair, hazel eyes, Swindon, Wilts.

Dianne (17), single, 5ft. 2in., fair hair, blue eyes, Bracknell, Berks.

Jennifer (16), 5ft. 6in., brown hair, hazel eyes, Bracknell, Berks.

Sue (17), single, 5ft. 7in., brown hair, hazel eyes, Bury St Edmunds.

Amanda (17), single, 5ft. 4in., brown hair, blue-grey eyes, Stowmarket, Suffolk.

Allison (26), single, 5ft. 5in., brown hair, blue eyes, Tonyrefail, Glam.

Sue (32), divorced, 5ft. 2in., fair hair, blue eyes, Southampton.

Lorna (17), single, 5ft. 5in., blonde hair, hazel eyes, Princes Risborough, Bucks.

Corrine (19), single, 5ft. 1in., brown hair, green eyes, Brierly Hill, W. Midlands.

Lorna (21), single, 5ft. 6in., auburn hair, blue-green eyes, Frome, Somerset.

Julie (18), single, 5ft. 4in., black hair, hazel eyes, Hove, Sussex.

Linda (24), divorced, 5ft. 6in., brown hair, brown eyes, Bootle, Merseyside.

Sandra (23), single, 5ft. 6in., fair hair, blue eyes, Salisbury, Wilts.

Barbara (31), single, 5ft. 5in., brown hair, blue eyes, Tipton, W. Midlands.

Julie (19), single, 5ft. 7in., brown hair, green eyes, Brierly Hill, W. Midlands.

Paula (17), single, 5ft. 3in., brown hair, brown eyes, Forest Hill, London.

Karen (17), single, 5ft. 10in., red hair, hazel eyes, Lincoln.

Collette (18), single, 5ft. 2in., brown hair, blue eyes, Woking, Surrey.

Jackie (25), single, 5ft. 2in., brown hair, blue-grey eyes, Cowley, Oxford.

Karen (20), single, 5ft. 7in., brown hair, green eyes, Eccles, Manchester.

Sharon (17), single, 5ft. 6in., brown hair, brown eyes, St Albans, Herts.

Yvonne (21), single, 5ft. 6in., red hair, blue eyes, Lincoln.

Anna (18), single, 5ft. 5in., brown hair, hazel eyes, Wanstead, London.

Maxine (23), single, auburn hair, green eyes, Beckenham, Kent.

Sue (20), single, brown hair, brown eyes, Bickley, Kent.

Mel (29), divorced, 5ft. 5in., dark hair, brown eyes, Gt. Yarmouth, Norfolk.

Pam (30), single, black hair, brown eyes, Liverpool.

Jayne (17), single, 5ft. 5in., brown hair, blue-green eyes, Chatham, Kent.

Edna (16), 5ft. 5in., brown hair, brown eyes, Keighly, Yorks.

Marie (58), widow, 5ft. 5in., fair hair, brown eyes, Bognor Regis, Sussex.

Caroline (20), single, 5ft., dark hair, brown eyes, Stafford.

Jean (40), divorced, 5ft. 6in., blonde hair, brown eyes, Newton, Chester.

Pauline (58), divorced, 5ft. 4in., blonde hair, brown eyes, Whitley Bay, Tyne & Wear.

Fiona (20), single, 5ft. 7in., fair hair, grey-green eyes, Kirkcaldy, Fife.

Allison (16), 5ft. 7in., brown hair, green eyes, Bracknell, Berks.

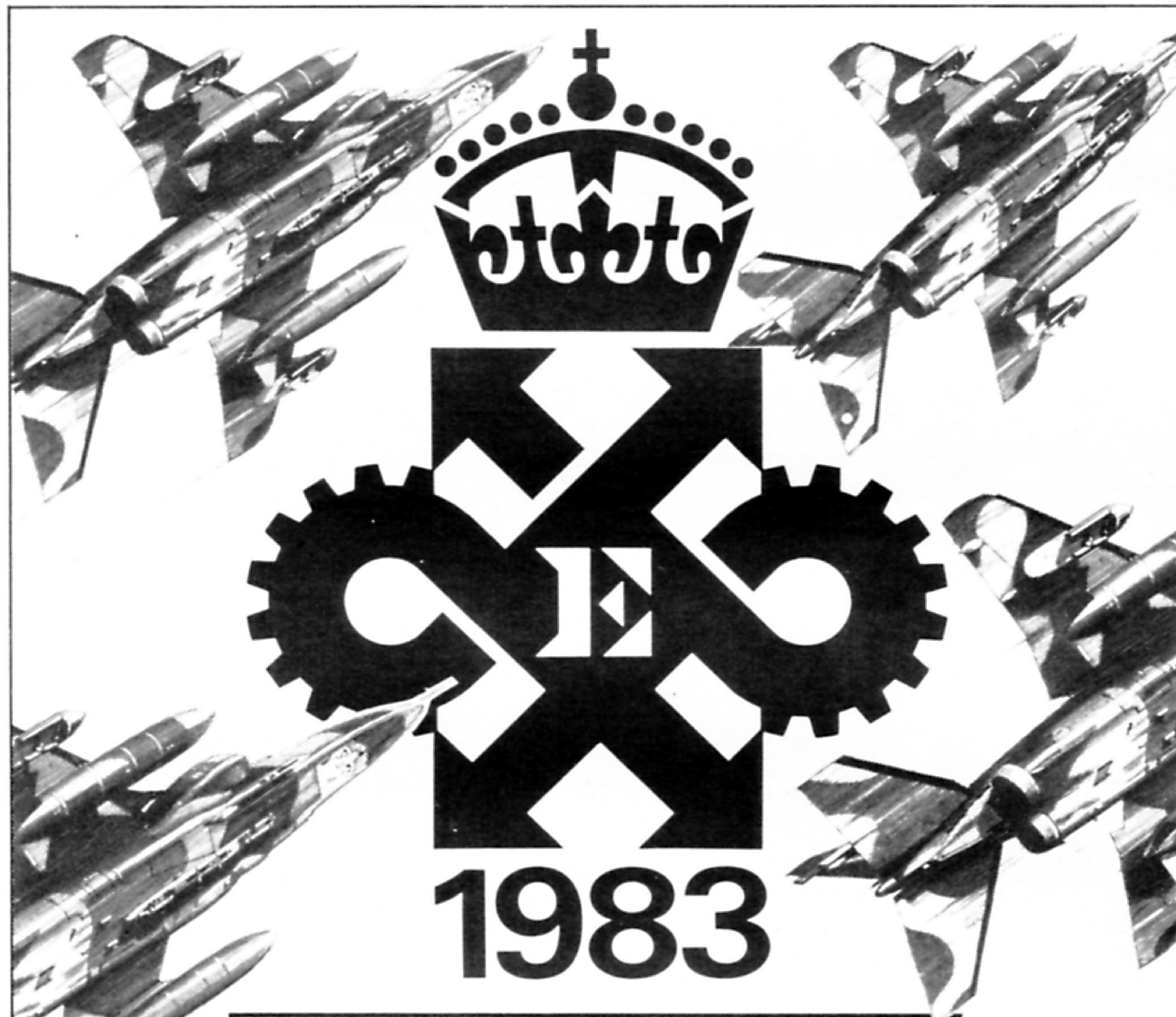
Rosie (33), single, 5ft. 5in., dark hair, Bridlington, Yorks.

Helen (28), divorced, 5ft. 9in., blonde hair, blue eyes, Weston-super-Mare, Avon.

Marie (36), divorced, 5ft. 8in., brown hair, hazel eyes, Dagenham, Essex.

Deirdre (21), single, 5ft. 5in., brown hair, blue eyes, Richmond, Surrey.

Leeann (16), 5ft. 6in., brown hair, blue eyes, Burton-on-Trent, Staffs.

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## NAVY NEWS READER SERVICES

## SWOP DRAFTS

**LRO(T)** C. R. Jones, Green Watch, Common, Faslane, Helensburgh (tel. Common Faslane, ext 584), drafted FOF2, Devonport, end of Sept. Will swap for Type 21/22. Anything considered.

**WEM(O)** M. J. Bowden, Portsmouth FMG / CSU, drafted HMS Edinburgh, July. Will swap for any Rosyth frigate.

**ALRO(T)** M. J. Harris, 3QS Mess, HMS Birmingham, refitting Rosyth, July, 18 months. Will swap for any Portsmouth ship, not due refit.

**SA Mote**, HMS Alacrity, drafted HMS Dolphin, July. Will swap for any establishment.

**LSA J. McInnes**, Stores Office, HMS Rothersey, Rosyth. Will swap for any Devonport ship.

**LWTR P. Burns**, HMS Jupiter, drafted JSSC Gosport, July. Will consider any London or Portsmouth draft.

**LSA A. F. Nichols**, Main Naval Store, HMS Raleigh, drafted HMS Sirius, June, refitting April-Jan. Will swap for any Portsmouth ship.

**MA G. Powers**, MBSQ, RNH Haslar (ext. 2128), drafted HMS Collingwood, Sept. Will swap for any ship, seagoing or refitting.

**MEM(M)** 1 Budd, drafted Phoenix West Unit, June. Will swap for Defiance FMB.

**ALS(S)** H. J. Wiggins, 3P Mess, HMS Yarmouth until April 1986. Will swap for any Portsmouth or Plymouth ship or shore base. Anything considered.

**LS(M)** P. C. Hughes, 3D Mess, HMS Giarhorgan, Portsmouth. Will swap for any Plymouth ship not deploying, or shore base.

**WEM(R)** 1 P. Little, 3EA Mess, HMS Scyllia (Portsmouth). Will swap for any Rosyth ship.

**SA J. A. Meese**, 3KS Mess, HMS Penelope, deploying July. Will consider any Portsmouth / Plymouth ship not deploying.

**AB(R)** K. R. Hughes, 3M Mess, HMS Rothersey, Rosyth (computer and manual trained). Will swap for any Portsmouth ship.

**HMS Tantaside**: Mr A. Wright, 10 Barwell Road, Ashton, Bristol and Mr P. Davies, 2 Marbury Road, Wilmslow, Cheshire (0625-531144), would like to hear from old shipmates.

**HMS Glowworm (1940)**: Will all survivors of the Glowworm / Hippie action contact Mr A. L. Hopper, 63 Walpole Street, Weymouth, Dorset DT4 7HJ or Mr S. Halford, 2 Gloucester Street, Weymouth (0305-784040).

**Penelope and Drake (1970-72)**: Mrs D. M. Howells, 106 Thirmer Gardens, Looseleigh, Nr Crown Hill, Plymouth, wishes to hear from anyone who knew her brother, D. R. Sparks, HM ships Penelope and Drake, and wishes to contact John Gored, Jimmy, Wiggy, Jock and Eric.

**HMS Amphion**: Mr A. N. Elliman, 11 Roman Way, Edgbaston, Birmingham 15, would like to get in touch with ex-Amphion crew who commissioned HMS Raven, June 29, 1939.

**HMS Opportune 1942-45**: Mr C. Pollitt, 73 Eddisbury Avenue, Flixton, Manchester M31 2GF, wants to get in touch with Waggie Wagstaff, Birdy Burdett, Tanky Alexander, who should ring 01-748-6404.

**HMS Phoebe (1948-51)**: Mr Andy (Nobby) Clark, 21 Norton Crescent, Coseley, Nr. Bilston, W. Mids. WV14 8QS, hopes to organise a reunion of old shipmates and wants to contact those interested. He would also like to hear from Pony Moore of Hucknall, Notts, Ian Blackwell, Wilf Wilford of Notts and Gordie Archer.

**HMML 171**: Mr G. Worthing, 6 Marshall Close, White Cross, Hereford HR4 0QF, is trying to contact John Lucas of Hull who was a telegraphist in the HMML 171.

**HMML 171**: Mr G. Worthing, 6 Marshall Close, White Cross, Hereford HR4 0QF, is trying to contact John Lucas of Hull who was a telegraphist in the HMML 171.

**HMML 171**: Mr G. Worthing, 6 Marshall Close, White Cross, Hereford HR4 0QF, is trying to contact John Lucas of Hull who was a telegraphist in the HMML 171.

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## PROMOTIONS TO CHIEF

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in April:

OPERATIONS BRANCH  
(SEAMAN GROUP)

To CPO(OPS)(R) — D. A. Gregory (Andromeda).

## SUBMARINE SERVICE

To CPO(OPS)(S)(SM) — R. B. Walton (Swiftsure), M. J. Bengt (Valiant).

To CMEM(L)(SM) — A. D. Chamberlain (Turbulent), F. W. Cooves (Trafalgar), D. Harris (Oracle).

## MARINE ENGINEERING

To CMEM(M) — G. Lindhorst (Raleigh), P. Robinson (Intrepid), G. W. Marson (Charybdis), A. T. Barber (Soberton), P. R. Smith (Caledonia), A. Hitchmough (Osprey), K. Knight (Naiad), W. G. Hathaway (Sultan), J. Gordon (Cochrane).

## WEAPON ENGINEERING

CWEM(O) — D. N. Dawes (Cardiff), C. J. Hanrahan (Sultan).

## SUPPLY AND SECRETARIAT

To CPWTR — A. P. Morris (Broadsword), D. W. Alger (Arrow).

To CPUSA — G. White (Collingwood), M. Betambo (Heron), I. D. Willmore (Tiresias), J. C. Akerman (Spartan).

## MEDICAL BRANCH

To CPOMA — C. W. Jones (CINCNAVHOME), J. F. Bright (INM Alverstone), D. W. O'Sullivan (RNH Plymouth), J. Tivnan (Andromeda).

To CPOEN(G) — I. V. Jasper (RNH Plymouth).

## FLEET AIR ARM

To CAEM(L)(W)(WL) — D. R. Holley (Daedalus AES), C. Smith (Heron), D. K. Bush (Seahawk).

To CPOACMN — C. J. Crossley (829 FLT 020) P. N. Gibbs (Seahawk).

## REUNIONS

**HMS Active** end of commission dance will be held at the Manhattan Suite, Fiestas, Plymouth, June 13, at 2000. Old Actives 1977-85 welcome, tickets £2 each from Sub-Lieut J. J. Anderson, HMS Active, BFPO Ships.

**825 Squadron Aircrew** reunion takes place at RNAS, Yeovil, July 21. Those who served up to Sept 1982, especially in the Korean and Falklands wars, also Canadians in HNCs Warrior, welcome. Details from Mr. D. G. Trussell ex-Lieut(A) RNVR, Dunino, 59 Chase Green Avenue, Enfield, Middx EN2 8EB (Tel. 01-366-4991), who would appreciate help with tracing names and addresses.

**HMS Diamond**: Mr (Jack Dusty) Pete Ansell, 27 Woodstock Street, Hucknall, Notts NG15 7SP (Tel. Notts 638194), hopes to meet other ex-Diamonds at the D-Boats Association reunion in the WOs' and CPOs' Mess, HMS Nelson, July 13-14.

**HMS Dorsetshire** 43rd reunion at the Royal Fleet Club, Devonport, was attended by 82 survivors and shipmates. Details from Mr. H. W. Gollop, 1 Foxtor Close, West Park, Plymouth PL5 3RM (Tel. 0752-708263).

**HMS Hero**: Four ex-members of the Hero engine room branch held the first mini-reunion in 45 years in the home of Cdr. Alcock. Details from Mr. Sydney Greenwood, 61 Portchester Road, Fareham PO16 8AL.

**Leeds Sea Cadet Corps** marks its 50th anniversary this year with a reunion of ex-members, who should contact Mr R. Long, fellow, 10 Wyther Park Grove, Leeds 12, LS12 2RZ.

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To CPOA(AH) — K. Topping (Seahawk), R. G. Stevens (Seahawk).

## ACTING CHARGE CHIEF ARTIFICER

Authority was issued by Centurion in March for the following ratings to be promoted to acting charge chief artificer:

To ACCMEA(M)(GS) — M. J. Hinchcliffe (Tamar).

To ACCMEA(P)(GS) — C. C. Blake (Killington).

To ACCMEA(L)(GS) — E. J. Jane (Sultan).

To ACCMEA(P)(SM) — D. R. Mitchell (Defiance SMMU).

To ACCMEA(EL)(SM) — S. W. Bowness (Splendid).

To ACCWEA(ADC)(SM) — J. R. Senior (Oberon), W. F. Purves (Neptune SM10).

To ACCWEA(WDO)(SM) — A. Watson (Turbulent), K. R. Biggs (Resolution).

## CHIEF PETTY OFFICER ARTIFICER

HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in January:

CPOMEA — J. G. Gittins (Jupiter), C. R. Gray (Diomedes), D. E. Mudge (Boxer), K. A. Stowart (Portsmouth NB).

ACPOMEA — V. D. Ackland (Nottingham), A. S. Green (Manchester), R. Stitt (Ariadne).

CPOMEA(M) — G. A. Baker (Boxer), C. H. Bell (Invincible), P. S. Cross (Apollo), M. B. Goodall (Defiance FMB), M. C. Tyler (Battlexe).

ACPOMEA(M) — D. Banton (Sultan), P. Shannon (Renown Port), P. A. Winder (Invincible).

CPOMEA(M) — N. Howard (Daedalus MARTSU).

CPOMEA(R) — M. C. Lambert (810 Sqn (SEA)).

CPOMEA — N. Addams (Collingwood), A. Bladon (Defiance FMB), M. Dixon (Scyllia), R. Foster (Repulse Port), R. S. Jepson (Southampton), D. A. Nicholson (Battlexe).

CPOMEA — N. Addams (Collingwood), A. Bladon (Defiance FMB), M. Dixon (Scyllia), R. Foster (Repulse Port), R. S. Jepson (Southampton), D. A. Nicholson (Battlexe).

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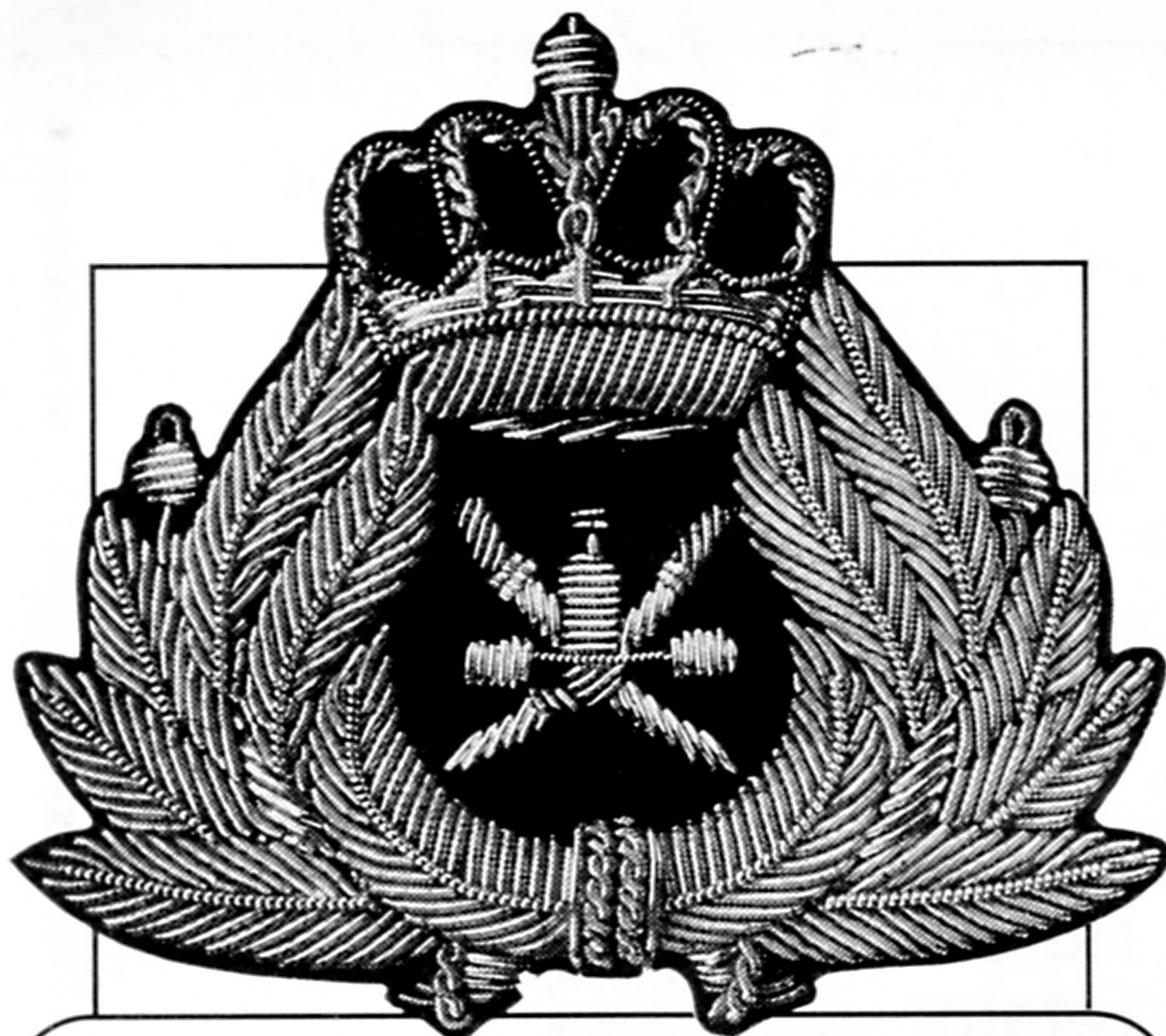
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# BIG NED'S ON HIS WAY TO WEMBLEY

BIG Ned Rawlins was meeting the even bigger Guy Williamson to decide the super heavyweight division of the George Wimpey ABA finals at Wembley on May 3.

MEM Rawlins, 6ft. 3in. and 15½ stone, was giving away three inches in height and nearly two stone in weight to the huge Transport Policeman. Williamson lost to former Royal Marine Keith Ferdinand at Wembley in 1983.

But the tragedy was that Rawlins should be the only Royal Navy boxer to reach the finals. Two others, Marines Colin Day and Phil Nicholson, were dumped out of the competition at the All-England semi-finals in Gloucester on April 3 by some very eccentric judging.

Both boxers showed tremendous commitment, and both had every right to expect a place in the Great Britain semi-finals at Preston on April 17.

## UNLUCKY

It was not to be. Day was given a massive 60-56 vote by one judge, but the other two gave it 59-58 to Colin McMillan. And no-hoper Nicholson, the man who has come from nowhere this season, could consider himself even more unlucky after chasing title favourite Errol McDonald of London remorselessly for three rounds.

For Navy coach CPO Micky

## In brief

## Usborne is fastest

ST MORITZ has confirmed that Lieut.-Cdr. Andre Usborne's 55.59 sec. descent on the Cresta during the Lord Trenchard Services Trophy competition in January was the fastest ever achieved by a Royal Navy rider.

Usborne (HMS Alacrity) finished second in the competition.

## Skiing

HINTERTUX, in the Austrian Tyrol, is the venue for the 1985 RN summer skiing trip from June 22 to 30. Overall cost is £228, and the resort is suitable for all standards.

Details from POA(MET) Alcock, Fleet Oceanographic Centre, HMS Warrior (tel. ext. 7308). Deposits of £40 should be made payable to "Summer Ki Tours." See also SFTM 30/85.

## London Marathon

A number of Navy runners achieved personal bests during the London Marathon, but still trailed to the Army and the RAF in the Inter-Service competition.

Navy finishers were (\* denotes personal best) Lieut.-Cdr. B. Davis, 2:15.12; Cpl Payne, 2:28.01; MNE B. Shroobree, 2:32.19; MNE McCarthy, 2:32.27; Lieut. C. Soens, 2:34.55; Cdr. G. Wilson, 2:35.08; Lieut.-Cdr. A. Ritch, 2:35.48; Cdr. B. Davies, 2:50.08; and PO M. McLachlan, 2:25.00. CPOMA Parr (45 Cdo) also ran, finishing in 2:33.12.

## Boxing

Shone it was a great disappointment. He was amazed when Rawlins got the verdict against Everitt McLean at the end of the night — not because he thought Rawlins had lost, but because he thought Day and Nicholson had won so much more convincingly!

Rawlins was given a walkover at Preston, so reaching the ABA finals in his first season in the super heavyweight category.

## HIGHER NOTE

Gloucester disappointments aside, the Navy's boxing season has ended on a rather higher note than ever seemed possible at the turn of the year.

Tribute should be paid to 40 Commando RM for a considerable part in this change of fortunes. Four men from 40 Cdo — Day, Nicholson, MNE Andy Ellison and MNE Peter Waights — won Combined Services titles, and five (MNE Steve Heryett replaced an injured Army boxer) represented Combined Services against Western Counties in the England ABA quarter finals.

The number of representatives at both levels from a unit as relatively small as 40 Cdo must be unique.

## GREAT BOOST

Emergence of Nicholson and Waights in particular, has been a great boost to Navy boxing, as is the news that schoolboy international bantamweight Quinton Shillingford from Andover, Hants, is set to join the Navy in the autumn.

A Navy Select team was boxing Repton ABC in London on April 30, and final event on the calendar was the Combined Services match against US Armed Forces (Europe) on May 20, at Grosvenor House, London.

COMBINED Services got off to a spectacular start in the Hockey Association's divisional tournament at Gateshead, beating South 2-0. But they failed by the narrowest of margins to qualify for the final play-off.

This was Services first victory over South for 27 years, even though South fielded essentially the same star-studded team which won the tournament last year.

Services played some superlative hockey, and only Taylor in goal saved South from total embarrassment. In an exceptional team performance, Ian Jolly provided the inspiration and Army and England pair Ian Jennings and Nick Gordon the penetration.

Both goals came from right wing movements, Andy Scopes and Paul Morris providing the finishing touches.

In an unkind draw, Services played North immediately afterwards. This was North's first match and, driven by GB captain Norman Hughes, they took full advantage when



PO Alfie Halford receives the RNSRA Navy Cup from Capt. Ian Chrisop after leading HMS Heron to a successful defence of the knock-out title they won last year.

The Yeovilton team — Halford, CPOPT Tim Webb, CPO Phil Thompson, PO Benny Goodman and LAEM Ginge Farmer — beat HMS Osprey 4-1 at HMS Sultan in a repeat of last year's final.

HMS Vernon lost 2-3 to Osprey and HMS Neptune

## Heron retain squash trophy

went down by the same margin to Heron in two well-contested semi-finals.

# FLEET FINALS RUN ON INTO SUMMER

## Fleet sport

Lowestoft and HMS Leander respectively by the same score, 4-1. In rugby, HMS Phoebe plays HMS Cardiff to decide who takes on HMS Tireless in the final, the Phoebe having beaten HMS Amazon 17-9. Amazon beat HMS Apollo 12-10 in the earlier round.

In hockey, HMS Galatea beat HMS Penelope and now plays HMS Charybdis for a place in the final. In the other half of the draw, HMS Glasgow plays the winner of the Cardiff v. Newcastle quarter final.

The Mini competitions have not moved forward significantly.

In the soccer, HMS Middle-

ton (not Lindisfarne as reported last month) meets the submarine Onyx (3-2 winners over HMS Pollington) in one semi-final, while another submarine, the Courageous, meets HMS Alderney (4-1 winners over HMS Orpheus) to decide the other finalist.

HMS Jersey is away until July, which means a long wait for HMS Middleton until their rugby semi-final can take place. Jersey beat HMS Odin 6-4, and Middleton received a walkover from HMS Pollington. For the other semi-final, HMS Ambuscade plays either the Orpheus or HMS Shetland.

The hockey semi-finals match HMS Stubbington against HMS Orkney, and HMS Shetland against HMS Ledbury.

# Hard work results in promotion

VOLLEYBALL in the Royal Navy achieved one of its greatest successes when the men's team clinched the Britvic National Volleyball League Division 4 (South West) championship and promotion to Division 3 (South) next season.

The championship hung in the balance until the Navy's last two games of the season, against the Royal Marines and Solent on April 14. With Weymouth challenging hard, the Navy needed to win both matches to be sure of the title.

They did so in style, winning the needle match against the Royals 3-0, and beating Solent 3-1. The latter, incidentally, are now managed by former CPO John Taylor, who coached the Fleet Air Arm team to a string of successes.

## HARD WORK

During the six-month season, the Navy won 17 of their 18 matches, reflecting the squad's hard work and willingness to travel extensively for fixtures.

Success was particularly sweet for players and officials who have been involved with the team for the past ten years or more. They include coach POWTR John Miller, secretary Lieut. Tony Webber, and

## Volleyball

players CPO Norman Potts, POWTR David Hadley, CPO Brian Florence and CPO Jamie Jameson.

Former Scottish international Lieut. Gus Leighton, who has just moved from HMS Collingwood to HMS Cochrane, led the team.

Three volleyball tournaments take place in the Portsmouth area in the next two months — the RN Inter-Unit (June 20-21) and Inter-Command (July 4-5) in HMS Nelson, and the Inter-Services in HMS Collingwood on July 13.

## Cycling

## Mike sets pace

ROYAL NAVY cyclists dominated the first two Inter-Service championship races at the end of March, with CPO Mike Marchant (FMG Portsmouth) winning both events.

The first was a medium gear 25-mile time trial run in wet and windy weather on an out and home course up the Meon Valley.

Mike Marchant finished in the excellent time of 1hr 4min 36sec, well clear of A. Williamson of the Royal Air Force.

With CMEM Tom Cunningham (Defiance) recording 1:7.47 and Craig Phillips (Glamorgan) 1:7.51, the RN cycling team also won the team championship.

## WEATHER

In spite of the weather conditions, 28 Service riders completed the course.

Second event was a hilly time trial run in conjunction with the Sotonia Cycling Club over a 27-mile course around the Romsey, Winchester, Stockbridge circuit. Marchant won again in 1:9.24, a time which was fast enough to earn him fourth place out of 120 riders in the Sotonia event.

And to complete the Navy's clean sweep, Phillips (1:13.36) and Chris Absalom (Heron, 1:13.18) ensured the Senior Service of first place in the team competition.

## Netball

THE RN Women's netball team were beaten by both the WRAC and the WRAF at the Inter-Services tournament held in HMS Nelson on March 27-28, but fought hard in both matches and showed much potential for next season.

POWren Julie Griffin played for Combined Services in the Inter-County championships at Crystal Palace two days later. This tournament involved 56 senior and Under-21 county teams and about 600 players.

Combined Services found the going tough at this level, but despite several heavy defeats achieved good wins over Guernsey, Norfolk and Worcestershire II.

# Super Services upset champions' progress

## Hockey

Combined Services ran out of steam in the second half.

Morris scored first for Services, who lost GB goalkeeper Vervan Pappin through injury. North scored four times before the Servicemen got their second wind.

Cruelly, South beat North 2-0, thereby depriving Services of second place by a marginal goal difference.

In their last match, Services led Midlands by 2-1 with six minutes remaining, having dominated play for most of the game. But they then allowed GB's Croft the space to set up two goals which shattered their dreams of glory.

Gordon scored Services' first goal with a classic run and thundering shot into the roof of the net. Morris scored the second.

Nevertheless, Combined Services have now

beaten East and South in competition within the space of 12 months. This is all the more remarkable, because these two divisions have dominated the tournament for the past decade and provide the majority of the successful British Olympic team.

Services now have three full international players and three others with international squad experience.

Brian Henry had an outstanding tournament at left-half. Quiet and unassuming, he kept a very tight rein on several top-class right wingers. Nigel King and Terry Spinks also performed with distinction during the season, although Sinks was unfortunate at Gateshead.

Held up by snow in the border country, he arrived late for the South match to find his place taken by Paul Morris one of the successes of the tournament.

The last minute withdrawals of Mark Dykes and Nigel Eves caused severe problems in defence, the latter choosing at late notice to play for his club in a county cup match.



# CHAMPIONS!

## SPORT

... but  
not  
without  
a last  
minute  
fright

THE ROYAL NAVY are the 1985 Inter-Services soccer champions — but not everything went according to the naval script in the decider against the Royal Air Force at Uxbridge on April 3, writes Jack Sheppard.

Two goals up and ten minutes to go, the Navy looked odds on to add outright victory to the 2-0 win they achieved over the Army in the first match of the tournament.

Fortunately they only needed a draw to win their first championship since 1978, because the RAF struck back twice before the final whistle. But the 2-2 draw was enough and POPT Tommy Johnson (Ark Royal)



Parade of champions at the Burnaby Road stadium. From left to right are LWEM Steve Johnson, MNE John Rich, Cpl Tiv Lowe, POPT Ian Rees, POPT Tommy Johnson, Lieut.-Cdr. Ian Brady (manager), Lieut.-Cdr. Jack Sheppard (RNFA secretary), LPT Leigh Tongue, Cpl John O'Connell, LPT Colin Salmon, App Frankie Howard and MEM(L) Martin Smy.

celebrated his 155th appearance for the Senior Service by receiving the magnificent trophy from Air Marshal Sir Donald Hall.

The Navy might have been three up at the interval, instead of the 1-0 advantage Cpl. Tiv

### Soccer

Lowe (RM Poole) gave them with another of his 40 yard specials.

LMEM Kevin Maddocks, back for his second appearance of the season, again outpaced the RAF defence in the 75th minute and set up LPT Leigh Tongue (Nelson) for the Navy's second goal.

After the game, RNFA chairman Capt. Frank Grenier awarded caps and colours to App Frankie Howard (Collingwood), LPT Mark Williams (Neptune), MNE Shiner Wright (42 Cdo) and LPT Eric Barrett (York).

Cpl John O'Connell (CTCRM), having missed the previous match against British Telecom, returned against the RAF for his 100th appearance in Royal Navy colours.

The British Telecom game, played at Portsmouth on March 28, ended in a 2-2 draw, with Tommy Johnson (penalty) and Kevin Maddocks scoring for the Navy, the latter proving that his time at sea had not blunted his speed and control.

Final statistics on the Navy representative season reveal that the side played 22 games, won 14, drew five and lost three, scoring 63 goals against 25 conceded.

O'Connell, Lowe, Wright, Tongue and Cpl John Rich (Commachio Coy) were selected to represent Combined Services in Jersey (May 9) and Guernsey (May 11) to celebrate the 40th anniversary of the liberation of the Channel Islands.

### NAAFI CUP

Navy Cup champions CTCRM Lympstone beat 1st Kings, the Army champions, 3-1 in the opening game of the Watney Mann Truman Brewstersponsored Naafi Jubilee Cup competition at Lympstone.

Their goals were scored by Sgts Mervyn Sheppard and Paul Dixon, and Cpl John O'Connell.

CTC's second game was against RAF Abingdon at Abingdon on May 1.

Only two naval sides, HMS Heron in 1980 and HMS Neptune last year, have won the trophy in 14 attempts.

### Running

## Robison second

SUB-LIEUT. Chris Robison (Culdrose) came second for England in an international 10km race round the city centre streets of Oslo on April 21.

About 12,000 runners took part, and the only one to beat Robison was fellow England international Carl Thackeray.

# Scuppered in barrage of points

IN THE highest points-scoring game in the history of Inter-Services rugby, the Royal Navy were scuppered 29-33 by the Royal Air Force in an outstanding match, writes Roy Stokes.

New selector Tony Hallett made several changes to the side defeated by the Army on March 2 with the aim of gaining good possession up front and using it to score tries.

The unavailability of Bob Penfold through injury forced further last-minute changes, allowing Peter Tomlin back into the side as a wing threequarter and long range penalty kicker. His two conversions from the left hand touchline in the first half after tries by Rob Joy and Mark Sheldon gave the handful of Navy supporters a good deal to chortle about.

Two long distance penalty goals by Worrall and a well taken try by full back Lazenby converted by Worrall saw the sides turn round at 12-12.

Starved of possession for much of the game, England international Rory Underwood took the second half by storm, scoring two tries almost unopposed. Yes, he is a bit quick!

If the threequarter play belonged to the RAF, the forward confrontation was certainly dominated by the Navy pack.

### Rugby

Sharper, and more willing to compete they won just about every facet of the play.

Congratulations to new caps Nick Holloway, Ivor Bevan and Mark Hewitt, who was quite outstanding in the back row.

He, in combination with Steve Hughes and Mark Sheldon, provided the platform for so many exciting attacks.

Further tries by Steve Creighton and Nick Holloway, and a well struck penalty goal from Gerry Price, accounted for the second half points.

There was considerable gloom on the terraces when the Navy decided to run three penalties late in the game — but at that stage a re-start from a successful penalty goal attempt would have allowed the RAF to tie up the game territorially, and the Navy would still have lost.

Well done, lads, it was a game to be proud of. Given an element of drafting fortune we have a fine side in the making for next season.

### Water polo

SCOTLAND and the Royal Navy shared second place in the annual international Willie Mellors memorial water polo tournament played in HMS Caledonia at the end of March. An exceptionally strong British Police team won the competition.

The Army were fourth and Ulster fifth.

Next stop for the Navy water polo squad is Jersey on May 10-11 at the invitation of the Jersey ASA. The Navy will join

## Police are so strong

the Army, the Royal Air Force and the local representative side in a tournament to celebrate the 40th anniversary of the liberation of the Channel Islands from the Nazis.

Only one  
way to  
go  
— up!

AFTER the double defeats of last season, when the Royal Navy were in winning positions against both Army and Royal Air Force, but threw their chances away, there can only be one way for Lieut. Tony Izzard and his cricketers this year — upwards.

Once again fast bowling is going to be a problem, writes Derek Oakley, especially now that Lieut. Peter Bowden has decided to retire. No doubt attention will be turned to the Under-25 squad, who were rather more successful than their senior colleagues.

The effect of more sea time for junior officers and ratings is beginning to tell on availability.

### Cricket commentary

Among promising newcomers who were capped three years ago, LMEM Ronnie Barker is away for yet another season, while LSA Jacko Jackson has now left the Service.

Two of last year's Under-25s who gained full caps are also likely to be missing — Lieut. Richard Walker RM is in Zimbabwe and Mid David Higgs is at sea in the Far East. The batting will rely heavily on the skipper, Royal Marines Capt. Charlie Hobson, and Lieut. Robin Hollington, and a much-improved LWTR Kevin Norwood.

### LOOSE BALLS

Age is beginning to tell on the two main stock bowlers, CPO Nelson Brooks and LWTR Andy Collier. So much may depend on the form of slow left-arm LMEM Charlie Chester who, at present, bowls too many loose balls, but can be a match-winner on his day. Lieut.-Cdr. Roger Evans is now becoming a veteran wicket-keeper.

There are undoubtedly places to be won, but availability is the all-important priority. Doing one's job and playing cricket three days a week, as well as giving up every weekend and finding time for constant practice at a high level is a taxing and daunting prospect, but the prestige of Service cricket relies heavily on a few dedicated players.

### FAVoured

Combined Services are still considered a force to be reckoned with in cricketing circles, and we have been favoured with a match against Zimbabwe at Aldershot in June. Services also play the prestigious match against the NCA Young Cricketers, the best youngsters in the country on current form at Lord's.

In addition, three-day matches are played against both Oxford and Cambridge Universities, and a quality match at Arundel against the Duchess of Norfolk's XI is always a good game.

### Athletics

Navy athletics coach Sgt. Woody Woodin and CPO Terry Price are holding training sessions for athletes of all standards at Burnaby Road, Portsmouth, every Tuesday evening at 1700. Anyone who is interested is welcome to attend.

# Navy bump to earth in Dorset

AFTER the euphoria of coming so close to winning the Inter-Services at the end of last season, the Navy team came down to earth with a bump against Dorset in the first match of 1985, writes Roger Knight.

To be fair, the Navy was below full strength for this match, which was played over the picturesque Parkstone course. Peter Alliss, the commentator, was professional there for several years.

The warm-up match against Parkstone took place in very wet conditions, with the home club using their local knowledge to good advantage, winning 3-2 in a closely fought match. The leading pair for Parkstone included the generous figure of former Surgeon Cdr. Donald Holmes, resplendent in plus fours.

Cdr. Holmes played regularly for the Royal Navy in the late sixties. He was in good form this time as well, helping to win his fourball match against the Navy's leading pair of Lieut.-Cdr. Malcolm Edmunds (HMS Collingwood) and POWTR Eddie Comerford (CNH).

### SUNSHINE

For the match against the county the following day, the weather was much kinder and the sun shone most of the morning. Obviously the Navy side relished the sun on their backs as they went into lunch only 3-2 down in the foursomes.

Surgeon Lieut. (D) David Webber (HMS Intrepid) and POMEM(M) Steve Stephens (HMS Sultan) gained a good win. Well-fought halves were obtained by the pairings of Lieut. Alan Bray (HMS Sultan) and Cpl. Hamish Reid (45 Cdo), and Malcolm Edmunds and Eddie Comerford.

### Golf

Newcomers to the Navy side, CPO Don West (RNWS Crimond) and AEM(M) Andy Tillon (HMS Osprey) both performed well, but were narrowly beaten in their foursomes matches.

However, the singles in the afternoon were a different story. As the weather deteriorated so did the Navy's golf. Apart from Malcolm Edmunds and Alan Bray, who obtained very creditable halves, the remaining eight matches all ended in defeat for the Navy, resulting in a convincing win for Dorset by 12 matches to three.

The high standard of golf played at county level was typified by one of the Dorset players, a young 16-year-old, one handicapped player, who was four under par when he won his match!

### Fixtures

#### MAY

4 Modern Pentathlon: Tewkesbury triathlon (Tewkesbury); Athletics: RNAC league match (Brighton); Cricket: RN v US Plymouth (Mount Wise).  
4-7 Golf: RN v Cornwall (West Cornwall GC).  
4-5 Board sailing: UKBSA National Series (Plymouth).  
5 Cricket: RN v Devon U25 (Torquay).  
8 Athletics: RN v Lakes and Cardiff (Exeter).  
11 Tennis: RN v Met. Police (London).

11-12 Water polo: 40th anniversary liberation tournament (Jersey).  
12 Rifle: Inter-Services tyros (Bisley).  
15 Cricket: RN v Oxford University (Oxford); Volleyball: RN (Scotland) championships (NEPTUNE); 18-19 Modern Pentathlon: National triathlon (London); Mountaineering: Glenbrittle, Isle of Skye.  
19 Equestrian: Larkhall Horse Show; Cycling: 30 mile time trial and circuit races; Tennis: RN v Roehampton (Roehampton); Rowing: Joint services regatta (Peterborough).  
22 Golf: 1st MTG Establishment League

(Lundin Links); Athletics: RN v London University (Motspur Park).  
23 Board sailing: RN (Scotland) championships (Port Edgar).  
25 Athletics: RN v Cambridge University (Cambridge).  
25-26 Judo: National team championships.  
26 Cricket: RN v West Australia Public Schools (US Portsmouth).  
29 Cricket: RN v Royal Marines (US Portsmouth).  
30 Golf: RN (Scotland) strokeplay championships (Cardross).

30-31 Cricket: RN v Incogniti (US Portsmouth).

#### JUNE

1 Tennis: RN v Chichester (Portsmouth).  
3-4 Tennis: RN(W) Inter-Group championships (Portsmouth); Cricket: RN v Middlesex II (US Portsmouth).  
5 Fly fishing: RN (Scotland) championships (Lake of Menteith); Water polo: RN (Scotland) championships (Caledonia); Tennis: RN (Scotland) championships (Cochrane).



# RAILCARD SCHEME DISCOUNTS CHANGE

THE Forces Railcard scheme is to continue, but with some discount changes.

For the new card, valid from May 12, conditions of use remain as before but, unfortunately for the Services, discount for standard single and return fares reduces from a half to a third.

Against that, discounts on some

Super Saver fares will increase to a third, which should produce some attractive fares for those able to travel on off-peak services. Half-price discounts on day returns will continue.

The discount changes follow a study by British Rail of their Railcard business, and the changes apply to all Railcard

users, both Service and civilian. They represent an effort to attract Railcard passengers away from peak-time trains to those at present under-used.

## FAMILIES

Under the new agreement between MOD and British Rail, the new Forces Railcard will be valid

until December 31 1987. Individual units will arrange local issue of the card, which will continue to be free for Service personnel and their entitled families.

Dependants of men serving at sea or in remote locations subject to mail delays are advised to send up-to-date black and white passport-size photographs to their

husbands immediately, if they have not already done so. This will ensure they receive their cards as soon as possible.

BR recommend Servicemen and families to consult station booking clerks for advice on cheapest method of travel. Explanatory leaflets will be available at major stations.

# Ark set for royal occasion

HMS ARK ROYAL is going full speed ahead towards her acceptance at Portsmouth on July 1 and her Royal commissioning on November 1.

The new Ark, which is longer and heavier than her sister ships Invincible and Illustrious, completed her final sea trials just after Easter, reaching a speed of more than 30 knots between the mouth of the Tyne and the Farne Islands.

In the last week of June the ship is to be inspected by Commodore Naval Ship Acceptance and Director Naval Equipment, Commodore C. A. F. Buchanan, before making her delivery voyage to Portsmouth, where she will be formally accepted by the Royal Navy on her arrival.

She then begins her Part 4 trials programme, a six-month period during which weapons and sensors will be thoroughly

tested and examined.

An eagerly-awaited break in trials will be the commissioning of the Ark Royal by the Queen Mother in Portsmouth on November 1. The carrier was launched by the Queen Mother at Swan Hunter's Wallsend Yard on the Tyne in June 1981.

## Links

This Royal patronage started with the previous Ark Royal, which the Queen Mother, then Queen Elizabeth, launched in 1950.

One of the many links between this and the previous Ark is her first commanding officer Capt. James Weatherall, who was serving in the old Ark Royal in 1978 when it was announced that the name would

live on in the third of the Invincible-class carriers.

At 20,000 tons, the Ark is bigger than her two sisters. Her ski-jump is slightly steeper than theirs (12 degrees to their seven degree ramps), and she is expected to operate more Sea Harriers (seven to their five).

In addition, she will have Sea King helicopters and, eventually, the new Anglo-Italian EH-101 anti-submarine helicopter.

Compared with the Invincible and Illustrious, the Ark Royal's close-range defence armament has been considerably enhanced. She has a third six-barrelled Vulcan Phalanx 20mm gun mounting to combat sea-skimming missiles, and two twin 30mm guns. She also has a twin Sea Dart missile launcher.



## RAMPANT!

Close-up view of HMS Ark Royal's 12-degree ski-ramp as she conducts final sea trials. Picture: LA(Phot) P. Darragh.

## NEW FLEET CLUB OPENS

THE renowned China Fleet Club is set to embark on another stage of its life with the opening ceremony of its new building in Hong Kong by the Colony's Governor late this month.

Owned and managed by the ratings of the

Royal Navy, the club will now be housed in a splendid new building on the site of the old club built in 1934 and well known to sailors of the '30s and post-war years.

During rebuilding the club has been operating in the nearby Sun Hung Kai Centre.

# SONAR ORDERS TOTAL £200m.

A VARIETY of sonar equipment for submarines and minehunters has been ordered from Plessey Marine Ltd in separate contracts totalling nearly £200 million.

These include a £100 million contract for development, up to pre-production stage, of an integrated sonar system for the next generation of nuclear submarines.

For the Navy's next class of MCM vessels, the single-role minehunter, there is a £70 million contract for development, prototype and initial production of new minehunting sonar. Known as the 2093, this variable-depth sonar will enable hunting of the growing range of new mine types.

## OBERONS

Plessey Marine has also been nominated as prime contractor for a contract worth £25 million for the sonar update programme of the Navy's Oberon-class submarines.

Sea trials of this system, known as Triton, were carried out in HM submarine Opossum.

## Training on move

A Sea King Mark 5 procedural trainer, ordered from Ferranti Computer Systems for just under £3 million, will be used for basic and advanced flying training of ASW observers and aircrewmen.

Although primarily intended for use at RN air station Culdrose, it will be housed in two containers to give a degree of mobility.

The new trainer is intended to replace the AS 1075, also supplied by Ferranti, which entered service in 1968. Since then it has logged over 70,000 hours.

## Mine system delivered

THE first production equipment of a new mine warfare training system has been delivered by British Aerospace for trials by the Royal Navy off Weymouth. Known as the Versatile Exer-

cise Mine System (VEMS), it is designed to train ships' companies of minesweepers and sonar-equipped minehunters in dealing with multi-influence naval ground mines.

## 'YARDS PLEDGE

● From page one.

Natural wastage and voluntary retirement could be expected to achieve most of the reductions sought by management, particularly at Rosyth.

"These two dockyards have served the Royal Navy and the nation loyally for many generations. I wish to stress that under this Government their long-term future is assured. But in giving this assurance and, recognising the significance of the 'yards to their local economies, I must also expect them to be run to proper levels of efficiency."

Mr. Denzil Davies, chief Opposition spokesman on defence, said the Government's preferred option of franchising-out might be suitable for a fast food burger bar, but was unsatisfactory for the repair of warships.

Dr. David Owen, leader of the Social Democrats, also opposed the scheme.

See also "Dockyards Face Changes" in Page 6.



## Light aircraft

Northern Lights with a difference — and certainly a striking colour effect as a Sea Harrier of 801 Squadron, operating from HMS Invincible, hovers in northern waters during NATO's Exercise Cold Winter '85.

Picture: LA(Phot) Stuart Antrobus